



MICHAEL R. O'BRIEN, MAYOR
mayor@winooski.vt.org
SALLY TIPSON, DEPUTY MAYOR

CITY OF WINOOSKI CITY COUNCIL

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 WINOOSKI, VERMONT 05404

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JOHN LITTLE, COUNCILOR
MEGAN MOIR, COUNCILOR
SARAH ROBINSON, COUNCILOR

Statement in Response to the Draft Environmental Impact Statement Issued by the United States Air Force

Issued: June 18, 2012

The Winooski City Council is issuing this formal statement in response to the Draft Environmental Impact Statement issued by the United States Air Force regarding the deployment of the F-35A aircraft to the Vermont Air National Guard at the Burlington International Airport. This statement is made in conjunction with our previously passed Resolution and the attached questions.

We, the Winooski City Council believe it is our responsibility to assure that we make decisions that place Winooski on a sustainable path to our future. We take that responsibility seriously and take action based on careful consideration of facts.

The first facts must be about the City of Winooski. We are an old mill town that seemed to be on the verge of demise many times through the years. Whether the mills closed, promised investments in Model Cities evaporated, or an economic crash delayed a major economic investment, we have consistently found a way to be even better than before. We are in the process of a major renaissance. New people are moving into Winooski to get a start. These folks are refugees, folks downsizing in mid life, and young professionals purchasing their first home. These folks live next to those who have lived in town for many generations. We are proud of our little city of 7,300 people where over twenty languages are spoken. We are proud to hear the number of our residents who love it here. We recognize our responsibility to protect that new energy and investment of time and passion as well as money.

The Environmental Impact Statement (EIS) process has been difficult for our city. The community is divided. We hear from our constituents in meetings, but also on the street, in phone conversations, via e-mail, and in the flower shop. The overwhelming number of public statements demonstrates citizen's desire to stop the

deployment. Privately, we have heard from many people who support the proposed deployment. It is also clear that most citizens of Winooski recognize the service of the Guard to our community and State.

While the Draft EIS issued by the United States Air Force is a thorough analysis of the available data, much of the information is based on projection that make it impossible to understand the flying conditions of the F-35A at the Burlington International Airport. While it is clear that the F-35A will be louder than the F-16, how much louder and the impact of that increase remains unclear. The United States Air Force's Final EIS needs to provide facts that can be relied upon in ascertaining the impacts of these aircraft on our community.

PA-13

Noise is the defining issue for Winooski. The data in the draft EIS clearly indicates an increase in noise as the direct result of the change in aircraft. While the Vermont Air National Guard has indicated that they are committed to mitigate the noise, there is no information available on the feasibility of those mitigation measures. **The Winooski City Council opposes any activity that will increase noise in a manner that will have a detrimental effect on our community.** Given the relationship between actual noise and perception of noise on real estate values, the Council wishes to reiterate their position stated in the previously passed resolution (5/21/2012) that **noise impacts must be mitigated to ensure that both DNL contours and maximum noise levels remain at their current state (magnitude and spatial orientation) with F16 operations.**

SO-1

NS-11

If such mitigation is not possible, then the Council does not support the bed down of the F35As at Burlington International Airport.

As such, we, the City Council will respond as follows:

The Winooski City Council will take all possible steps to protect our citizens from an increase in noise that will cause harm to our children, elders, refugees, and other compromised residents.

We will fight to protect our way of life. As an urban center, noise is inevitable, but excessive noise that causes long term harm to people, their property, or property value is unacceptable to our community.

We will oppose any efforts to place a large portion of our city in a position to be purchased by the Airport in order to create an empty noise zone.

We will work tirelessly to advocate for the needs of our citizens and business owners, continuing to work with the Vermont Air National Guard, the Burlington International Airport, the Airport Commission, the Mayor of Burlington, the Congressional Delegation, the Governor, the Legislature of the State of Vermont, and any other organization to assure our voices are heard, our citizens protected from harm, and our investments remain strong.

Finally, we formally request that a decision on deployment not be made until the impact of all mitigation efforts are well understood and the City of Winooski is again invited to provide input on the new noise models.

PI-18

We ask that those individuals who will make F-35A basing decisions and those who may influence that decision continue to work with us to assure that any impact of operations at the Airport consider the effect on the City of Winooski. We request that the Vermont Air National Guard reach out to those communities impacted by current as well as future operations and regularly hear concerns in order to continue efforts at noise mitigation already underway.

PI-11

We recognize that the proposed basing, or any changes in operations – be they military or commercial - at the Burlington Airport will have an impact on our community. We will request formal membership on the Airport Commission so that we may weigh in on decisions long before they are made.

If the decision is made to base the F-35A in our community without addressing our concerns, we ask to have access to funds from the Federal Aviation Administration in order to mitigate the impact from any air operations in order to support improvements in all homes subject to an increase in noise levels in excess of 65dB DNL. And finally, we ask for every effort to be made by the United States Air Force to assist the Vermont Air National Guard in their efforts at noise reduction through operational adjustments.

SO-9

We in the City of Winooski are proud of our heritage and excited about our future. That will not change. Yet, our City absorbs an extraordinary part of the burden of airport operations with no additional benefit. That cannot continue.

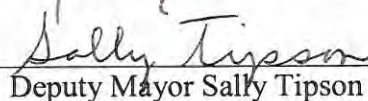
We therefore submit this statement as a representation of the position of our community on the F-35A basing decision. Our efforts begin with this process. We, the Winooski City Council will continue to use due diligence to examine facts as we exercise our responsibility to advocate for the residents of our City.

We thank you for the opportunity to submit comments.

Signed this 18th day of June at Winooski, Vermont by:



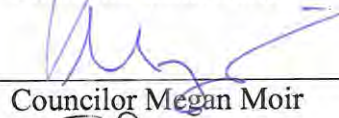
Mayor Michael R. O'Brien



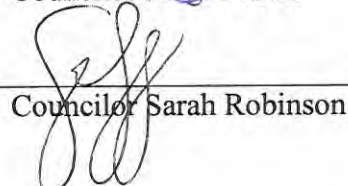
Deputy Mayor Sally Tipson



Councilor John Little



Councilor Megan Moir



Councilor Sarah Robinson

attn: Mr. Nick Germanos
 HQ ACC/A7PS
 129 Andrews Street
 Suite 337
 Langley Air Force Base
 Virginia 23665-2769

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

LU-1

SO-1/NS-45

NS-3/EJ-2

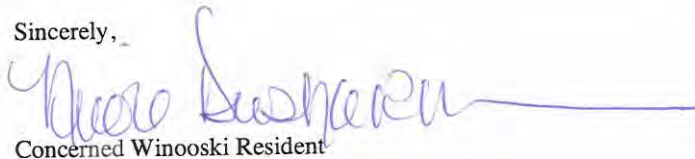
EJ-1

The city of Winooski has done a wonderful job revitalizing it's downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

LU-2

SO-9

Sincerely,



Concerned Winooski Resident

(name)

(address)

Nicole Dusharm

Germanos, Nicholas M Civ USAF HQ ACC/A7PS

From: Nicholas Palmer
Sent: Wednesday, June 20, 2012 10:02 PM
To: Germanos, Nicholas M Civ USAF HQ ACC/A7PS
Subject: F-35 Impact on Winooski, VT from a NM Transplant

Mr. Germanos,

7 years ago I graduated college and moved to Vermont. My father worked at Kirkland Air Force Base in Albuquerque, NM and I support Air Force programs. I made my home in Winooski and purchased a home to show my support of the housing market in this shaky economy. I am dismayed to see that my faith in my new hometown would not be rewarded if the F-35s were to come to VT. I would owe more than my home would be worth, and I'm sure I wouldn't be the only one. There are many deserving places in America to station this fighter jet, unfortunately the Burlington airport is located near many residential areas making it unsuitable. It is unfortunate as I support the jets, just not at the cost of my new adopted hometown.

|SO-1

|GO-1

Thank You for your time,

Nicholas Palmer
Winooski, VT

Ms. Kathleen Ferguson
Deputy Assistant Secretary of the Air Force
1665 Air Force Pentagon
Washington, DC 20330-1665

Dear Ms Ferguson,

I am a resident of Winooski, Vermont and am writing to you to express my strong
opposition to the idea of housing F-35s at Burlington airport. According to the United
States Air Force F-35A Operational Basing Environmental Impact Statement (ES 10-11)
most of my community of Winooski would be in the 65 decibel zone designated by the
FAA as unsuitable for residential use. Low income and minority people would be
disproportionately affected. This is the most densely populated residential area in the
state of Vermont. It makes no sense and is very unwise to cause such damage to our
community when there are better options available elsewhere.

GO-1

LU-1

EJ-3

I have joined with my neighbors in an effort to oppose this unjust assault on our
community.

Sincerely,



Richard T Joseph

June 14 '72

Dear Ms. Ferguson

Last night I attended our K-12 School Board meeting with several other W. Woodsk. residents to publicly state why we opposed the F-35's installation at our VT. Guard's base for F-16's in Burlington.

After ~~presenting~~ our voices and having already included ~~all~~ the topics on their agenda, the Board decided they could not support the F-35's being based here - for the health and welfare of the children whose education and caring environment they were charged with providing.

We are too populated an area to host these planes. We do not want them in Vermont. Our Air National Guard, with their F-16's are doing a terrific job and we have no need of these bombers with their ridiculous costs. Our veterans could certainly use the \$1.45 trillion dollars in more creative life sustaining ways.

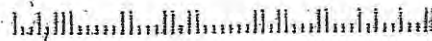
Bobbi Perez

BURLINGTON VT 054

JUN 14 2012 PM 11



Ms. Kathleen Ferguson
Deputy Assistant Secretary of the AF for Installation
1665 Air Force Pentagon
Washington, DC 20330-1665



41 Alpine Dr

Kathleen Ferguson
Deputy Assistant Air Force Secretary Installations
1665 Air Force Pentagon
Washington, DC 20330-1665

GS-1

Dear Ms. Ferguson:

It is my pleasure to write to you in support of the selection of the Vermont Air National Guard as a "preferred alternative" location for the F-35 Lightning II and expand on the words I spoke at the public meeting. Vermont has a long and proud tradition of a citizens' militia that has fought for independence and later supported in our nation's defense. The Vermont Air National Guard continues that tradition to the present day, and I believe that the EIS shows they can continue to serve with a minimal impact.

The Vermont Air National Guard has served our community in many ways. This support is obvious at the local level. On a daily basis, they provide all of the Fire and Emergency Protection for the Burlington Airport as well as a significant portion of the security for the airport perimeter. They indirectly provide economic support to the Burlington area both on a daily basis with hundred of members employed and on drill weekends when hundreds more come into the area on a temporary basis, filling hotels, going out to dinner and often shopping while in the area. Beyond the local area, the Vermont Air National Guard serves our state. On a less frequent basis, they serve in times of state emergencies. While perhaps not as visible as the Vermont Army National Guard, the Air Guard participated in the Hurricane Irene response, working to bring relief and supplies to our neighbors throughout the state. Finally, the Vermont Air National Guard serves our nation. They have answered the nation's call and deployed to Iraq, South Korea and other locations. On more than one occasion, they provided direct support for Vermont Army Guard members on the ground. There is no doubt that the Vermont Air National Guard contributes to the well being of Vermont at many levels.

Who are the members of the Vermont Air National Guard? Are they outsiders who have come to impose themselves on the local community? No. The Vermont Air National Guard is made up of people from the community. The Air Guard is made up of our friends and neighbors from Vermont and surrounding states. They are mothers, fathers, sisters and brothers, landscapers, nurses, lawyers, photographers, policemen, doctors, firemen, and more. The Vermont Air National Guard is us, and the Vermont Air Guard works with the community to address local concerns such as by developing departure routes and profiles that minimize noise and keeping most takeoffs and landings to times that have the least impact.

The Vermont Air National Guard is made up of patriotic, dedicated individuals who love Vermont. As an obstetrician and Director of the Fletcher Allen Fetal Diagnostic Center, I had gotten to know many of these citizen patriots and their families. They are Vermonters. They love to hunt, hike, fish and bike. They love the outdoors. They love the beauty of Vermont. They just want to continue to serve their community, state and country. It was after getting to know these citizen patriots and their families that I was inspired, at nearly 44-years-old to join the Vermont Air National Guard myself. Since then I have become a flight surgeon, served in Iraq twice, Afghanistan once and participated in delivering relief and medical supplies and search and recovery missions during the Hurricane Irene response.

When you consider the impact of jet aircraft, you have the drawbacks of air pollution and noise. The EIS makes it clear that the air pollution will be reduced with the F-35A. That means the only issue is noise. The increase is relatively small and only affects the community about 6 minutes per day. The idea that a neighborhood or house becomes "unlivable" due to a noise that only occurs for 6 minutes is a bit of a stretch. Since we already have homes, businesses and even a college (St. Michael's) already in the zone that is supposed "unlivable" now and these homes and institutions are occupied with only a minimal impact on their day, it seems that the concept of "unlivable" makes more sense if the noise is continuously loud, not just briefly loud. I see this as an acceptable price to pay that is balanced by the benefits. I say this as someone who has always seen themselves as an environmentalist, a supporter of at least 10 environmental organizations, a person who loves the outdoors and even "invested" in an all-electric car to decrease my carbon footprint (when the car is a Tesla Roadster, it is an "investment"!) I still see this small impact on the environment as a very reasonable balance given the entire package and when one considers the concept of "environment" broadly.

In short, I believe that Vermont and the F-35 can co-exist. The VTANG has proven in the past that they are willing to do everything possible to work with our communities to mitigate noise, and I fully expect to see that in the future. The VTANG has served VT and the USAF with distinction, and I hope that they will be rewarded with the opportunity to serve with the world's premiere fighter-bomber.

Thank you for the opportunity to address you in this matter.

Best regards,



David C. Jones

Ms. Kathleen Ferguson
Deputy Assistant Air Force Seretary
Installations
1665 Air Force Pentagon
Washington, D.C. 20330-1665

6/12/12

GO-1

I oppose basing the Air Force F-35A planes in South Burlington, VT (BTV).

The Air Force EIS is quite clear that South Burlington, VT is not the preferred location from an environmental perspective.

There are better alternatives for the Air Force and for South Burlington.

I live in one of the airport neighborhoods. I like my neighbors. We share joys, sorrows, and laugh together. We share tools, newspapers, magazines, ladders, eggs, you name it. We watch each others houses, water plants and bring in the mail.

We support each other in keeping healthy, (you will see us out walking, running, bicycling, etc). We respond when someone needs help or is not well.

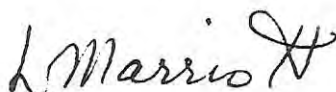
Our community is multigenerational, ages, less than 1 to well over 90. The oldest keeps near-by lawns looking good with his riding mower. We are international, learning from the collective wisdom and errors of different cultures, including sharing ethnic foods and providing support for PTSD. We are straight, gay, dark, white and everything in between.

We look good! Our neighborhood has mature maples, oaks, flowering trees and shrubs framing pleasant open spaces with flower gardens.

Yes, I could move. I have 2 other houses, but this is a great neighborhood!

The Air Force doesn't know all this and yet they conclude, from an environmental perspective, that South Burlington, VT is not a suitable location for basing the F-35A. It is quite clear!

Thank you for your consideration.
Loretta Marriott





Mary E. McLaughlin
Senior Vice President
Western New England Region

Comcast Cable
222 New Park Drive
Berlin, CT 06037
Office: 860-505-3466
Mobile: 617-279-1616
Mary_McLaughlin@cable.comcast.com

June 20, 2012

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2769

GS-1

Mr. Germanos:

As the chief executive of Comcast for Vermont, I am writing in strong support of the potential bedding of the F35 fighter jets at the Vermont Air National Guard (VTANG) in South Burlington. Our largest Vermont facility is very near the airport, and we are proud to be part of the local community with the VTANG service members and their families.

The fact that the Air Guard base at the Burlington International Airport has been identified as a preferred alternative for the F35s is a testament to the operational excellence displayed every day by the hundreds of individuals who work at VTANG. The economic benefits of the F35s for Chittenden County and beyond are unquestionable for decades to come, while losing this opportunity could have very negative consequences as the current fleet of jets is phased out.

We should be doing whatever we can to strengthen the economic base of our region. We cannot ignore the multiplier effect of \$53 Million in annual payroll. Businesses such as Comcast benefit from the presence of the VTANG – we are proud to have them as customers. Likewise, a reduction in the VTANG presence in our area would be detrimental to us.

According to the environmental impact statement, the Air Force is committing to adhere to existing restrictions and avoidance procedures and taking further measures to mitigate the effects of the louder planes. In addition, the F35s will produce fewer emissions for six of the seven pollutant categories and will be in full attainment for all federal and state air quality standards.

Thank you for the consideration of Comcast's perspective on this important economic and social issue in Chittenden County and beyond. Vermonters can be proud of the VTANG accomplishments that led to South Burlington being chosen as a preferred location for the F35s. Vermont has always done more than its share in the defense of our country, and we are proud to support a continuation of this great tradition.

Most sincerely,

Mary McLaughlin
Senior Vice President
Comcast – Western New England Region

Igor Zbitnoff

20 June 2012

Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 332
Langley Air Force Base VA 23665-2769

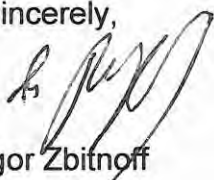
Mr. Germanos:

I am writing this letter to urge you to recommend that F-35's not be based in the Burlington, Vermont, area. I have enclosed the critique of the Draft Environmental Impact Statement (DEIS) by the South Burlington City Council dated June 11, 2012, simply because I am totally in alignment with the thrust of this statement.

On a personal note I have also enclosed a map of the area where I live with lines delineating the 65 dB noise level expected from the basing of the F-35's in the Burlington area. You will notice that I live entirely within the 65 dB zone (actually the 70 dB zone). In other words my home will be deemed "not considered suitable for residential use." Its value and my equity will plummet. Since there are a large number of us in this situation in our community of 7300 people, this means our community will be devastated. | LU-1
| SO-1

So once again I urge you to recommend **AGAINST** basing F-35's in the Burlington area. | GO-1

Sincerely,



Igor Zbitnoff

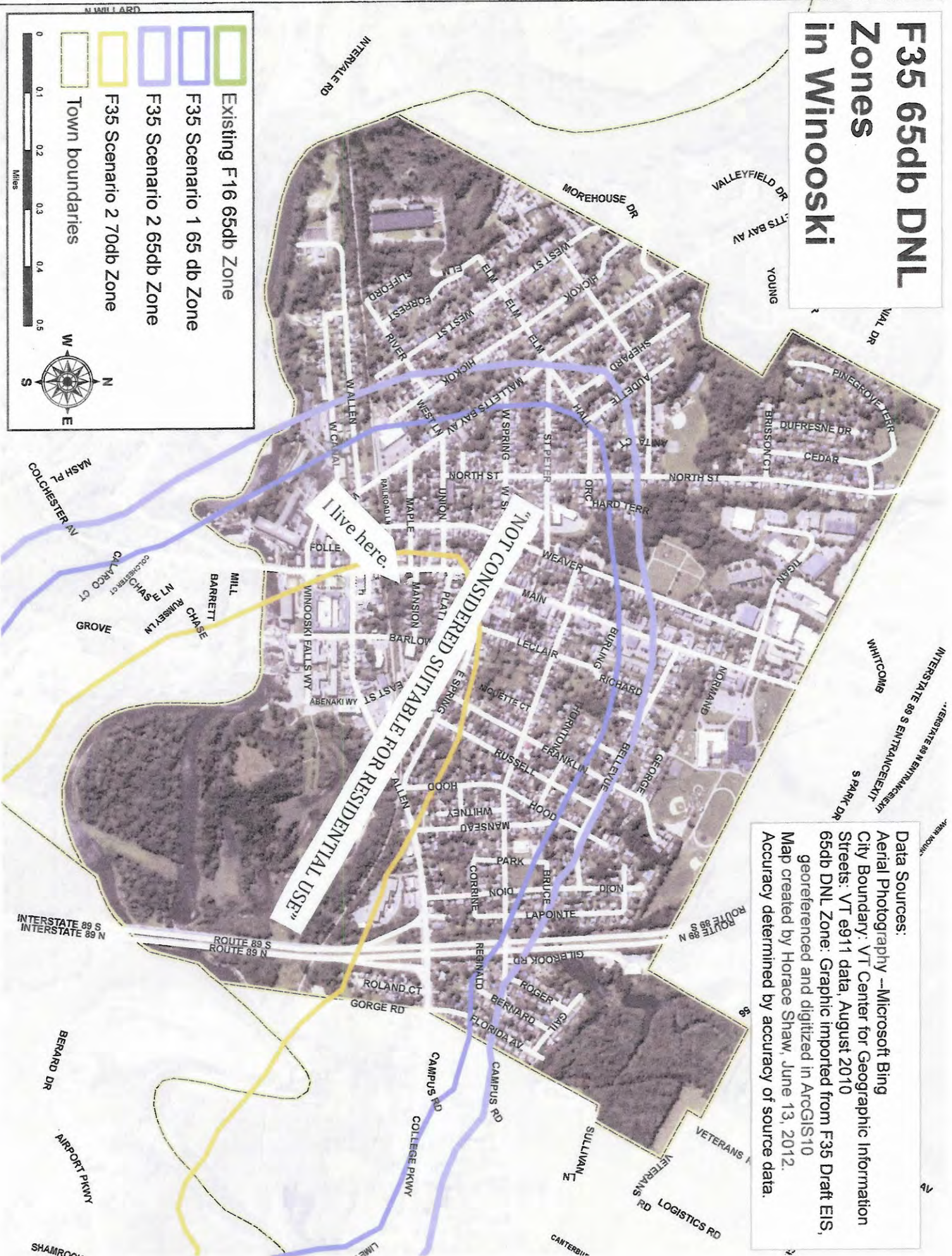
PS Thank you for being helpful on the phone today.

2 enclosures:

1 map

1 Basing Response by the City of South Burlington

F35 65db DNL Zones in Winooski



Data Sources:
Aerial Photography --Microsoft Bing
City Boundary: VT Center for Geographic Information
Streets: VT e911 data, August 2010
65db DNL Zone: Graphic imported from F35 Draft EIS,
georeferenced and digitized in ArcGIS10
Map created by Horace Shaw, June 13, 2012.
Accuracy determined by accuracy of source data.

SAVE THE GUARD!

Petition in Support of the F-35 at the Vermont Air National Guard

GS-1

Dear Members of the South Burlington City Council,

The undersigned hereby respectfully request that the Council abandon its current and publicly stated opposition to the bed down of the Air Force's F-35 aircraft at the Vermont Air National Guard (VT ANG) Base at Burlington International Airport in South Burlington, Vermont. Based upon the Air Force's published DEIS and the facts contained therein we believe that the economic benefits and national security concerns far outweigh any real or perceived negatives that may accompany the upgrade of the existing F-16 fleet to the new and much improved F-35 aircraft.

For reasons stated below we, the undersigned, request that the South Burlington City Council reverse its decision and publicly issue a statement in support of the F-35 bed down at the Vermont Air National Guard base at Burlington International Airport, and we ask that you do so before the June 20, 2012 deadline for public comment to the Air Force. (*cont'd below*)

Respectfully yours,

	Name	Address	Telephone Number
1	STACY FOY		
2	Justin Barich		
3	Warren Barich		
4	Donna Lyee		
5	Danny Brown		
6	Ed Dorcy		
7	Paul Hornum		
8	Deborah Platt		
9	Lynda Robar		
10	Ernie Rea		
11	James Rea		
12	James Rea		
13	James Rea		
14	Deb Villemare		
15	Lauren Lesage		
16	Shelly F.		
17	John Blundin		
18	Karina Dawson		

	Name	Address	Telephone Number
16	Ed Berman		
17	Tyrel Smith		
18	Jeff Bissonnette		
19	JEFF Huston		
20	Donny Hoyer		
21	Fred Shenda		
22	Liam O'Carroll		
23	Jennifer Fuller		
24	Myra		
25	Karen Wilken		
26	Ethan Curry		
27	Michael Clow		
28	Joe Martavik		
29	JPSC DeFuria		
30	Branda Holm		
31	Michael Lamphre		
32	Jeff Smith		
33	nicole LaFerre		
34	Johanna Marret		
35	Katherine Lode		
36	Ken Puzey		
37	Dr. E. E. E.		
38	Pamela Mace		
39	Paula Mace		
40	Ronald Mace		
41	Michael Mace		
42	Michael Mace		
43	Michael Mace		
44	Michael Mace		
45	Michael Mace		
46	Michael Mace		
47	Michael Mace		
48	Robert Mace		
49	Mark Mace		
50	Rebecca Mace		
51	Helen Mace		
52	Libby Johnson		
53	Katharine Lan		

54	Name	Address	Telephone Number
55	Georg Demas		
56	Michelle Dy		
57	Sam Weller		
58	Bob Clark		
59	Will Dalmisen		
60	Michael Pura		
61	STEVE KUGAR		
62	DAVID Bray		
63	LEON ROBERTS		
64	TAMMY LEMMON		
65	Thos Lane		
66	Cynthia Fitzgerald		
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Respectfully yours,

	Name	Address	Telephone Number
1	GAY B. GODFREY		
2	Quinn H. Stevens		
3	Nate Shattuck		
4	Florence Shattuck		
5	John P. Shattuck		
6	John Shattuck		
7	JEREMY KING		
8	Joan Macin		
9	Rose King		
10	Courtney A. Bancroft		
11	Nora King		
12	Anna Houle		
13	Emma Wilson		
14	DAVE HARTWELL		
15	ZEV D. WERTS		

	Name	Address	Telephone Number
16	Karen Barrett		
17	Samuel Kellner		
18	Paul Brodeur		
19	Pauline Brodeur		
20	Chris Barrett		
21	Olivia Andersen		
22	John W Kellner		
23	John W Kellner		
24	Frederick K Hoff		
25	Kimberly D Hoff		
26	Amy Lipsom		
27	Louise F. Diamond		
28	Josh Clayton		
29	Julie M Clayton		
30	Anne Marie Farmer		
31	Mike Thompson		
32	John Farmer		
33	David Jones		
34	Thelma Samville		
35	Ernest Samville		
36	Sandra Martin		
37	Cheryl Rathbun		
38	John		
39	John		
40	Kevin J. Jones		
41	DARIN KEXROAD		
42	John Sheltra Jr		
43	Liz Sheltra		
44	John Sheltra Jr		
45	John Sheltra Jr		
46	John Sheltra Jr		
47	John Sheltra Jr		
48	John Sheltra Jr		
49	John Sheltra Jr		
50	John Sheltra Jr		
51	John Sheltra Jr		
52	Ramsey Jensen		
53	Mad J. Kalak		

54	Name	Address	Telephone Number
55	Carol Robert		
56	Meghann Greenough		
57	Joe Greenough		
58	Emily Hart		
59	PETE BEARS		
60	Krista Abate		
61	Anita Busque		
62	Pauline Otis		
63	Marcel Busque		
64	Robert Piché		
65	Sue Piche		
66	MARK Braser		
67	Sara Vieta		
68	John Vieta		
69	Janet Berger		
70	GARY RIVARD		
71	Benjamin Hissack		
72	Samantha Davis-Hick		
73	Kathleen Robbins		
74	Gerry Robbins		
75	Jessica Carron		
76	Sharon Malheur		
77	Ralf H. Schaatschme		
78	Dale Towers		
79	Brynn Powers		
80	Marcel Bruger		
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Respectfully yours,

	Name	Address	Telephone Number
1	Billy Finelli		
2	Jenn Sengerland		
3	Lisa McGonagle		
4	Cassandra Perino		
5	Ris Coan		
6	Karen Gault		
7	Madey Shyman		
8	William Curran		
9	Erica Dexoid		
10	Dana Jay		
11	Jesse Peck		
12	Gary Beatin		
13	Victor Beillegan		
14	Rose Chapin		
15	Jeremy Mashkew		

	Name	Address	Telephone Number
16	J Dague		
17	Mike Busby		
18	Larry Trumbull		
19	DICK WHITTIER		
20	Felix Goodrich		
21	Jim Paulucci		
22	JOHN P. CAVARETO		
23	Marty E. Matisoff Jr		
24	Jeff Thompson		
25	Mike Daugh		
26	Tron O'Brien		
27	D. W. M. M.		
28	Jim Jones		
29	Jeff Matisoff		
30	Jim HARTNET		
31	Frank Galuszka		
32	Telar Telar		
33	Bruce Halladay		
34	Peter O'Brien		
35	Yuri Hodge		
36	MARK SEXTON		
37	Marc Medlar		
38	W. H. H. H.		
39	Lyle BARTON		
40	Taylor Rurington		
41	John Goetz		
42	Scott Caton		
43	Tamara A. Chafetz		
44	Matt Durham		
45	SCOTT SMITH		
46	Stanley P. B. B.		
47	Donald Sarnes		
48	PAUL CARLSON		
49	Rick Katon		
50	Robert Ames Strains		
51	Maria Gey		
52	Chas. E. H.		
53	Bayan Perreault		

54	Name	Address	Telephone Number
55	Clarence Lamore		
56	Stephen Sweeney		
57	Michael Martin		
58	Tina L. Lushko		
59	Mike Lushko		
60	EDIS MUGAWALL		
61	ELUIS JUTIC		
62	Rob Thomas		
63	RO OLIVER		
64	MIKE FRISBE		
65	Kiersten Brinker		
66	Dan Cunningham		
67	ROBERT HEDDERSON		
68	Debbie Sweeney		
69	Joe Crepper		
70	Kenya Wright		
71	Samuel Matiatap		
72	Peter Gordon		
73	Don Shu		
74	Earl Bonland		
75	Angus Gordon		
76	James M. K. G.		
77	Jeffrey J. Taylor		
78	W. Edward L. Lushko		
79	Joan Rock		
80	April Enout		
81	P. M. Lushko		
82	Bradford		
83	Don Cleveland		
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SAVE THE GUARD!

Petition in Support of the F-35 at the Vermont Air National Guard

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Respectfully yours,

Q	Name	Address	Telephone Number
1	Melissa Farnham		
2	Nelly Loneragan		
3	Michael Clow		
4	Mam Moisis		
5	JEFF HUSTON		
6	Carolyn Smith		
7	KATHLEEN J. KEENE		
8	J. W. J. J. J.		
9	Corey Paquette		
10	Cindy Holbrook		
11	JOE CORPUS		
12	[Signature]		
13	[Signature]		
14	Judy Mackenzie		
15	[Signature]		

	Name	Address	B, D, M	Telephone Number
16	OW CARROLL			
17	RAY PELCHAT			
18	William Trench			
19	Christian Lewis			
20	Tyler Francis			
21	ALEXANDER CHAMBERLAIN			
22	Duskhoe			
23	Lori Brunelle			
24	Ray Little			
25	Ray Little			
26	Tess Chittore			
27	William P. P. P.			
28	Angela Rose			
29	Paul Thomas			
30	Paul Hutchfield			
31	Elizabeth P. Miles			
32	Elaine D. Miles			
33	e. chid			
34	Scott Merrill			
35	Scott Merrill			
36	Ida Pucino			
37	Scott Mckersin			
38	Kathryn Angel			
39	Sam De Ma			
40	Allison Dwinel			
41	A.T. Higgins			
42	CS Stowick			
43	JACK KENDRICK			
44	Roe Kendrick			
45	W. Passler			
46	Mike Hampton			
47	Mike Carroll			
48	Rio Girelli			
49	JOE GEORGE			
50	Kevin M. M. M.			
51	Julie Savage			
52	Jake Buchanan			
53	Michael Hoff			

54	Name	Address	Telephone Number
55	Ken Greene		
56	Kyle Smith		
57	Chris Itham		
58	Maria Jackson		
59	Flaine B. Perry		
60	Kathy Carver		
61	Sandy Donlan		
62	Giera Morse		
63	Peter Elgart		
64	Seth Nelson		
65	Andre Drewniak		
66	Kathie Lambert		
67	Roger Lambert		
68	Kristina Shields		
69	Mary Ann Eberle		
70	Angela Plumb		
71	John Curtis		
72	John F. Shea Jr		
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Respectfully yours,

	Name	Address	Telephone Number
1	Daniel Kelley		
2	Daniel Kelley		
3	Jan Maraga		
4	1-1/2 ...		
5	Nick Thomas		
6	Constanza Mosquera		
7	Lisa Hoyer		
8	Ally E. Kelly		
9	Vernon Tuckey		
10	Olivia Trumbull		
11	Kerry Hutchinson		
12	Jacqueline Cannizzaro		
13	Paul Cannizzaro		
14	Jason Strempel		
15	Kara Strempel		

	Name	Address	Telephone Number
16	Robert L. Tenda		
17	James Tenda		
18	John		
19	James H. Wesell		
20	Kelly Daugherty		
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Respectfully yours,

	Name	Address	Telephone Number
1	<i>Marshall Williams</i>		
2	<i>Hayden Lyndon</i>		
3	<i>Robert White</i>		
4	<i>Jim Little</i>		
5	<i>John H. ...</i>		
6	<i>Henry D. ...</i>		
7	<i>Wm. ...</i>		
8	<i>CHAS SHERMAN</i>		
9	<i>Ann ...</i>		
10	<i>ALAN WATSON</i>		
11	<i>Jim Antell</i>		
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Respectfully yours,

	Name	Address	Telephone Number
1	Joan MacNichol		
2	PERORAH MEIBER		
3	PITC: GAIL MEIBER		
4	Bitt+Amy Blauvelt		
5	Bill Blauvelt		
6	Renee + Doug Seiber		
7	Michelle Seiber		
8	Scott Seiber		
9	Ashley Seiber		
10	Emily Blauvelt		
11	Marge Seiber		
12	Chris Wood		
13	Kim Hasey		
14	Chris Hasey		
15	Isreal Beahm		

	Name	Address	Telephone Number
16	Nancy McSoley		
17	Carl Paul		
18	Paul + Lori Chomiere		
19	Lisa Gibbs		
20	Betty Gibbs		
21	Kelly Lyman		
22	Tod Lyman		
23	Sylvia Adams		
24	Conor Wright		
25	Judy H. H. Wright		
26	DAVID WRIGHT		
27	John C. H. H. H.		
28	DANIEL P. H. H. H.		
29	KIKI L. H. H. H.		
30	Jack C. H. H. H.		
31	Jim C. H. H. H.		
32	Tom C. H. H. H.		
33	Alip C. H. H. H.		
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Respectfully yours,

	Name	Address	Telephone Number
1	Bob Gerage		
2	Bryan Cairns		
3	Bryan Cairns		
4	Jim Sullivan		
5	James Sullivan		
6	Steve Burt		
7	Scott Willard		
8	Dennis Stratton		
9	Sherry Page		
10	Nannette Cooper		
11	Susan Downs		
12	Holly Fortune		
13	STEVE HALIBACK		
14	Alvin Wright		
15	Alvin Wright		

	Name	Address	Telephone Number
16	Chapman		
17	Sta. Pet. St.		
18	Bro. McKelley		
19	David Kaufman		
20	Ellen Bush		
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Respectfully yours,

	Name	Address	Telephone Number
1	Peter Smyle		
2	Rick Chappell		
3	Richard Bruce		
4	Mark A. LeClair		
5	MIKE DATTILO		
6	David Kingsbury		
7	Ed. LaComband		
8	Shirley Sturr		
9	Craig Hill		
10	John Yraper		
11	Sally Hawth		
12	W.H. Thomas		
13	Mike Bargeas		
14	Arthur J. Julien		
15	RON COREY JR.		

	Name	Address	Telephone Number
16	KARL E. SPOTOR		
17	Robert D. Young		
18	Matthew J. Young		
19	Robert D. Young		
20	Don Wilkin		
21	Bob Smith		
22	Don Raab		
23	Arthur Van der		
24	Walter		
25	Godfrey M. Kline		
26	Karen Datta		
27	Rick Wells		
28	Rick Bushway		
29	J. P. Bushway		
30	LARRY SEXTON		
31	Richard Foy		
32	BRUCE JEAN		
33	Ruth Adams		
34	Bob Chaffin		
35	Edgar D. Young		
36	Edgar D. Young		
37	Anthony D. Young		
38	Jack D. Young		
39	Walter D. Young		
40	Christina Knapp		
41	Denise Carter		
42	LEON N. ROBERTS		
43	Eric R. Lutzman		
44	Paula Lutzman		
45	Richard Bushway, Jr.		
46	James Anderson		
47	JIMMY		
48	STEVE TOWN		
49	Renee Patricule		
50	Patty Edwards		
51	FRANK BROWN		
52	Harold Ramstrom		
53	Don Young		

Freedom

54	Name	Address	Telephone Number
55	Dobbin J. Giffault	1027	
56	Daniel P. Menard		
57	Patrick Bessette		
58	Cheryl Gunkle		
59	Gail Quimby		
60	John B. [unclear]		
61	John [unclear]		
62	Robin McMenis		
63	Theresa Baruch		
64	ARON HAGNON		
65	Harold [unclear]		
66	Pat Bessette		
67	Law Robin		
68	Gerald Forant		
69	Robert A. Schuster		
70	John [unclear]		
71	B. [unclear]		
72	Roger [unclear]		
73	Chuck Bardin		
74	Francis [unclear]		
75	Louise Bessette		
76	Shirley [unclear]		
77	John [unclear]		
78	Robert [unclear]		
79	Ruth Bessette		
80	Robert [unclear]		
81	Norma Campbell		
82	Robert Chittenden		
83	Bob [unclear]		
84	Donald [unclear]		
85	Angela Rodriguez		
86	Dennis Johnson		
87	Angela [unclear]		
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Respectfully yours,

	Name	Address	Telephone Number
1	David Rochelleau		
2	Jim Lawler		
3	James BARBER		
4	KEN KOLOMAZNIK		
5	MIKE McLEOD		
6	Daniel Meunier		
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Respectfully yours,

	Name	Address	Telephone Number
1	<i>Deer Parkin</i>		
2	<i>Jane Abraham</i>		
3	<i>Michael Miller</i>		
4	<i>Carl Mayberry</i>		
5	<i>Rock Smith</i>		
6	<i>Jim O'Sullivan</i>		
7	<i>John H. H. H.</i>		
8	<i>Paul Maguire</i>		
9	<i>Cal W. Jr.</i>		
10	<i>James C. C.</i>		
11	<i>Bill C.</i>		
12	<i>Justin Fowler</i>		
13	<i>[Signature]</i>		
14	<i>Kristen Apple</i>		
15	<i>Mary Gero</i>		

	Name	Address	Telephone Number
16	Nate Wakefield		
17	Dan LeClair		
18	Diane Wildes		
19	David Anderson		
20	Michael Moore		
21	Erick Good-Chase		
22	Bryant Moore-Gield		
23	David Dunlop		
24	Alicia Woods		
25	Chris Shumway		
26	Martin Atencio		
27	Jelly Lawler		
28	Sheena Foley		
29	Stanley J. Pantone		
30	Badger, Hewitt		
31	Glenn Stimets		
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Respectfully yours,

	Name	Address	Telephone Number
1	Angela Zeno		
2	Liz Lagrow		
3	Tara Bessette		
4	ROBERT BURHAM		
5	James Elrick		
6	Jawnya Bessette		
7	John Farnsworth		
8	Bob Yarnell		
9	Doug McGill		
10	Steve Gruber		
11	John Farnsworth		
12	Amy Kavanagh		
13	Ken Short		
14	Tara Priver		
15	Tara Cosner		

	Name	Address	Telephone Number
16	Jim Condon		
17	Donna McSweeney		
18	William W. Heron		
19	David Smith		
20	Tom Doolan		
21	Bill Adams		
22	Bonnie Doolan		
23	DONNA BOOTHER		
24	Tiffany Chib		
25	Bernie Coopers		
26	Nathan Miller		
27	Dennis Zinsmeister		
28	Barbara Harper		
29	Lynn McClinton		
30	David French		
31	Cindy Reynolds		
32	Andrew Gandon		
33	Kristen Gandon		
34	Matthew Gandon		
35	Norman Gandon		
36	Toni Gandon		
37	Matthew Gandon		
38	Alex Smith		
39	FRANK CATER		
40	Tanya Fields		
41	CURTIS MAXFIELD		
42	Lindsay Murtha		
43	CHRIS C. PAUL		
44	Anne Marie LaRoch		
45	Chris Peters		
46	CHUCK BARR		
47	RODNEY JONES		
48	Penny Stutzman		
49	Andy Drumbay		
50	Ashley Brubaker		
51	Christina Baran		
52	Andrew Almer		
53	Jeremy Bigelow		

54	Name	Address	Telephone Number
55	Jarvis Mashua		
56	Steve McGrath		
57	Brian FEARLS		
58	Stuart Chotem		
59	Steve Lizenoski		
60	Pete Mitchell		
61	Ed Stutzman		
62	sandra La Clair		
63	Josh Quintin		
64	Holly Stewart		
65	Sarah Bigelow		
66	Gail X. Deel		
67	Bob Fingers		
68	Connie P. Kelly		
69	Brittany LeClair		
70	Joel M. Mordough		
71	Ed Kelley		
72	Terky Pitts		
73	Russell Chapman		
74	Dwayne R. Walker		
75	Shelby Sorrentino		
76	Scott Smith		
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Respectfully yours,

	Name	Address	Telephone Number
1	ROD BRUNER		
2	TRAVIS BRUNER		
3	BILL TERRIER		
4	Dennis S. Dwyer		
5	Michelle Bruner		
6	Elizabeth P. Wolfe		
7	JEFF SPROUT		
8	NANCY A. TRUMBLY		
9	Alexis Lou George		
10	GREG MACNANT		
11	CHRIS C-PAUL		
12	David Brown		
13	Mr. James Dwyer		
14	Michael J. Fleming		
15	Karen Warr		

	Name	Address	Telephone Number
16	John Howens		
17	Paul Beane		
18	Cheryl Bruner		
19	Cindy Bruner		
20	GARY D. CROOK E-6		
21	Madghan Carey		
22	ana Van Ornum		
23	Dean Van Ornum		
24	Donna Owens		
25	Sam Conant		
26	Kathleen Smith		
27	Clara Wright		
28	Frank Miller		
29	B G L N		
30	LENN ROGERS		
31	Johanna Worley		
32	GILFORD Hart		
33	Joseph Jacobs		
34	Robin L. Gentry		
35	Robert Patterson		
36	Walter Newton		
37	William J. Jorank		
38	Kathleen Mach		
39	Jim Mach		
40	Michael Glandette		
41	Elizabeth A. Blaine		
42	Paula Frewin		
43	Russ Rucione		
44	Judy Ront		
45	Robert Ront		
46	BILL EATON		
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Respectfully yours,

	Name	Address	Telephone Number
1	Jennifer Allard		
2	Nickelberry Reno		
3	C. TIONDA		
4	Bob Figh		
5	Susan Lawrence		
6	R. McKeon		
7	M. Galt		
8	B. Galt		
9	Barbara Galt		
10	Barbara Galt		
11	BRIAN RIVERS		
12	PATRICIA J. BEAUVAIS		
13	DONALD J. RENO		
14	LES ALLARD		
15	Bill Blawett		

	Name	Address	Telephone Number
16	Alaglarin		
17	Shannon Gickey		
18	Bela Kallen		
19	Paul Brogan		
20	Meredith Parker		
21	Karl Schneider		
22	Phil Noyes		
23	Shannon Emerson		
24	Kevin CLARK		
25	Scott Thomas		
26	Larry St. Peter		
27	Dennis Bennett		
28	James Cannon		
29	Shawn Crawford		
30	Brian McGee		
31	Steven Julian		
32	Dan H. H. H.		
33	Ronn Allard		
34	Steve Martin		
35	John Skobias		
36	Kick Trish		
37	Doug Ford		
38	Tom Krug		
39	Benny Burgess		
40	Cynthia Roberts		
41	Heather Tassie		
42	Don Kattag		
43	Taylor Buck		
44	William Taylor		
45	James Reed		
46	Sherry Willey		
47	Joseph Huet		
48	GARY K. MORSE		
49	Daniel Macaig		
50			
51	Greg H. H.		
52	Joseph Beauvais		
53	George Polman		

54	Name	Address	Telephone Number
55	Tyler Wheeler		
56	Heather Hill		
57	Tyler Trumper		
58	Jo Beaudin		
59	C. Miller		
60	Theresa Norton		
61	Stan Aba		
62	Margie Gacych		
63	Angela Gussell		
64	Mike Bussell		
65	KERRY BERNSTEIN		
66	Scott Smith		
67	Scott BERINS		
68	CHRIS HERBERT		
69	GRIS STIMP		
70	Michael Pierce		
71	MARK BARNIER		
72	Peter Labrie		
73	MIKE B. FARNIER		
74	Jay Turse		
75	Ken Robertson		
76	Monter Ray		
77	Theresa B. Belya		
78	TRACY BURNS		
79	Aaron Terenc		
80	Melanie Savio		
81	domon jacke		
82	Pam Cowhig		
83	Kiersten Eaton		
84	Joe Chase		
85	Rhonda Paulin		
86	Justin Paulin		
87	Bruce Parker		
88	Jesh Wolynec		
89	Chris Paulin		
90	Mohammed Ashour		
91	LARRY L. CLARK		
92	Phil A. Smith		

93	Name	Address	Telephone Number
94	Kristi West		
95	Michael Holm		
96	MAHEMETVIER		
97	MA Heale		
98	Clinton Moore		
99	Phelan		
100	Tim Ryan		
101	JOSEPH E. Doppman		
102	Travis J. Clark		
103	Ron Lambert JR		
104	Carie Palmer		
105	Peter Zyl		
106	David Busch		
107	Kelly Heston		
108	Mary E. Wynn		
109	John Jones		
110	Chris L. Fisk		
111	Anthony L. Fisk		
112	Charles L. Fisk		
113	Kathy Williams		
114	Bryan Brown		
115	THOMAS S. IRISH		
116	Deanna		
117	Edmund		
118	SAM COMANT		
119	Sara Skatten		
120	David Miller		
121	John		
122	Shelby Allard		
123	April Petty III		
124	Wendy Thompson		
125	Jayden Boccia		
126	Robert C. Hunt		
127	Vahramyan		
128	Gorey Hurley		
129	Richard Dale		
130	Brenda Krame		
131	H. Kenyon-Hill		

132	Name	Address	Telephone Number
133	Carla Trayak		
134	Carl Schoggen		
135	Glenn J. Mesdell		
136	Glenn J. Mesdell		
137	Brent Chase		
138	Ben Aboga		
139	Mark A. Plant		
140	Wanda Neeks		
141	Beth J. Spica		
142	Jeffrey J. Baker		
143	Jeffrey J. Baker		
144	Jeffrey J. Baker		
145	Beth J. Spica		
146	Glenn J. Mesdell		
147	Glenn J. Mesdell		
148	Glenn J. Mesdell		
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SAVE THE GUARD!

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Respectfully yours,

	Name	Address	Telephone Number
1	Cynthia Dushoo		
2	Walter L. Fulk		
3	Shawn N. Nolen		
4	Brian H. Harkness		
5	W. J. N. N.		
6	Robert L. Harkness		
7	Robert L. Harkness		
8	Robert L. Harkness		
9	Jonathan Hall		
10	David Gilbert		
11	Kalith V.		
12	David Speck		
13	William Harkness		
14	Gregory Tucker		
15	Charles Harkness		

	Name	Address	Telephone Number
16	John Doe		
17	John Doe		
18	John Doe		
19	John Doe		
20	Kenneth A. Gaskin		
21	Wendy A. Davis		
22	A. E. Gandy		
23	Robert C. Gaskin		
24	Calvin Gaskin		
25	Phyllis Gaskin		
26	John Gaskin		
27	John Gaskin		
28	RAY BURN		
29	John Gaskin		
30	John Gaskin		
31	Tim Burt		
32	Mike Wall		
33	Jeremy L. Francis		
34	John Gaskin		
35	John Gaskin		
36	Harold Streeter		
37	Kyle W. J. J. J.		
38	John Chapman		
39	John Chapman		
40	Brian Franklin		
41	Jimmy M. Andrews		
42	John Gaskin		
43	Garol S. Moore		
44	Pat Osborne		
45	Barb Covino		
46	Barb Covino		
47	Tom Michzi		
48	Mike Lavin		
49	Nancy Allen		
50	Kathy Getty		
51	Michael Gaskin		
52	Jeremy K. Gaskin		
53	Bob Gaskin		

54	Name	Address	Telephone Number
55	S. Holmes		
56	Wm. Kelton		
57	James McCall		
58	Jim McCarty		
59	Christina Parkes		
60	Karen Frogsen		
61	Reuel Peterson		
62	Lady Sprinkle		
63	Theresa Jones		
64	A. Little R. Norton		
65	Edward A. Norbous		
66	Derek Kaigle		
67	Tyler Porter		
68	Jasen L.		
69	Abby M.		
70	Martin T. Roubly		
71	Jim Kellogg		
72	Norman D. Sopdan		
73	Harry Severel		
74	John Berthraume		
75	Nick Mead		
76	Colleen Murphy		
77	Theodore Farnsworth		
78	Charles P. Wood Jr.		
79	William Ford		
80	John Miller		
81	SANDY R. CARR		
82	Kelly Stannard		
83	Suzanne Martin		
84	Arthur Hartzel		
85	Paul S. Sells		
86	James R. Rote		
87	Opus Mearns		
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Respectfully yours,

	Name	Address	Telephone
1	<i>Walter Hennessey</i>		
2	<i>DAVID HART-GOSSEN</i>		
3	<i>Nathan Hayward</i>		
4	<i>Joe Gulo</i>		
5	<i>JAMES SEHNKE</i>		
6	<i>Michael L. Walsh</i>		
7	<i>STEVE FISHER</i>		
8	<i>SCOTT MORSE</i>		
9	<i>Dave Sargent</i>		
10	<i>Shane P. Harley</i>		
11	<i>J. A. Goldbury</i>		
12	<i>Phil Wingo</i>		
13	<i>Thomas J. [unclear]</i>		
14	<i>Tommy Blodgett</i>		
15	<i>Mike [unclear]</i>		

	Name	Address	Telephone Number
16	Douglas Jankle		
17	Tom Desautels		
18	Jason LaTulippe		
19	Shea Douglas		
20	Jess Jaggars		
21	Steve Carter		
22	Kingston		
23	John Robson		
24	James Lepore		
25	C. E. Bouch		
26	Tyler Bouch		
27	Sam Huff		
28	Flexus Bouch		
29	TIPOTHY E. DRAGON		
30	Idun Briggs		
31	Phil D. Dwyer		
32	ANTHONY PEDER		
33	Forrest Feller		
34	Corey Dillon		
35	Greg Gomez		
36	Shannon D. Gell		
37	Geoffrey Gell		
38	William F. Gell		
39	Reagan Hodgson		
40	Christina Brown		
41	Sam Brown		
42	Robert Monahan		
43	Bob Monahan		
44	Vickie Petty		
45	Greg Hartman		
46	John Hartman		
47	Mike Hartman		
48	Bethleen Hamick		
49	Mike Hartman		
50	Bob Hartman		
51	Ed Hartman		
52	Tom Card		
53	John Badger		

54	Name	Address	Telephone Number
55	J. H. L.		
56	John M. J.		
57	Olga Elder		
58	Everett Allen		
59	Sherry C. Compsey		
60	Barbara B. B.		
61	Amy B. B.		
62	John B. B.		
63	John B. B.		
64	John B. B.		
65	John B. B.		
66	John B. B.		
67	Cheryl King		
68	Matt Clejare		
69	Frank Spente		
70	John B. B.		
71	Doris Reynolds		
72	Bjorn Israel		
73	Alvin Satchel		
74	Donald B. B.		
75	Alvin Satchel		
76	Walter B. B.		
77	Bridget T. B.		
78	Debra Morales Sr.		
79	Bob Cloud		
80	Bill Hennison		
81	Shawn Hebert		
82	D. B. Hennison		
83	Sally Elkins		
84	Kacie Durham		
85	Ruth K. Hennison		
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Respectfully yours,

	Name	Address	Telephone Number
1	Renee Del...		
2	Bethany Bell		
3	Maria...		
4	Harold Ashton		
5	Diane Wessell		
6	Neil Harriott		
7	Gary Therrin		
8	Shawn Clifton		
9	Margaret May...		
10	Jordan Martinez		
11	[Signature]		
12	Kathleen Clark		
13	Leslie...		
14	Cathy...		
15	[Signature]		

	Name	Address	Telephone Number
16	Dora Cote		
17	Marshall Palmer		
18	Bert Sutter		
19	Tiffani Powell		
20	John Danahy		
21	PHINDA AITKEN		
22	Marshall Palmer		
23	Brian Nunez		
24	Sam Young		
25	Brian Flynn		
26	Patty Currey		
27	THOMAS DRAGON		
28	James Mount		
29	Roger Grant		
30	Anita Smith		
31	Jim Boarder		
32	Paula Hunt		
33	Robert Arnold		
34	Danny McGuire		
35	DAVID STARK MC		
36	John Flint		
37	Roger Marshall		
38	Robert McAlister		
39	A FARRINGTON		
40	Emerson McKinn		
41	Deke McKinn		
42	Brian Gloyd		
43	Jesse Towen		
44	John Clayett		
45	RICHARD HOSKIN		
46	CHRIS DAVIS		
47	JAMES FALETTE		
48	Matt Engels		
49	ROGER TOSCO		
50	Jamela Bough		
51	Jeffrey Spencer		
52	Brian Duvall		
53	Jeremy McDougal		

54	Name	Address	Telephone Number
55	Glenn H. Smith		
56	John B. Smith		
57	Tammy Smith		
58	Carol Smith		
59	Carol Smith		
60	Peter Anderson		
61	Barbara Bessette		
62	Ruth Bessette		
63	Wally Bessette		
64	Theresa Poro		
65	JAMES STANIS		
66	Shane Tetreault		
67	Ashley HART		
68	Shirley C. Jones		
69	Rita Masso		
70	Fay Masso		
71	Scott Lampson		
72	Howard Porter		
73	George & Robin Donovan		
74	Theresa B. Goodford		
75	Andrea Riviere-Bou		
76	MIKE McMACKEN		
77	Doreen M. Mittle		
78	ETHEL BURNES		
79	Jack Wright		
80	Kelly Beebe		
81	Kelsey G. Gory		
82	Math. J. J.		
83	Jeff Robinson		
84	Jeremy Hazen		
85	James Ryan		
86	Bob Coker		
87	Nick Wilson		
88	Scott A. Carney		
89	Will G. F.		
90	Tham Wilson		
91	JACK ROCK		
92	Brendan Hughes		

	Name	Address	Telephone Number
93	EX-100		
94	MARK HARTMAN		
95	MARK HARTMAN		
96	JOAN JARVIS		
97	MICHAEL JONKOWICZ		
98	Ted Tonliken		
99	Linda Parks		
100	Alisa Wright		
101	John Dawson		
102	John Dawson		
103	Kendyll Ducharme		
104	Michael Bilodeau		
105	Joseph Farnigan		
106	Lawrence T. Kaczor		
107	Elizabeth Semenuk		
108	MATTHEW DUNN		
109	Klaas Crausberg		
110	Jaron Ahe		
111	P. B. Moulton		
112	Tom Pidgeon		
113	Joan Carney		
114	Michelle Guivette		
115	Pat Morgan		
116	Lynn Wildin		
117	Phil Co		
118	Phil Co		
119	M. McCauley		
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Respectfully yours,

	Name	Address	Telephone Number
1	Palmer Irish		
2	Reeth Farnsworth		
3	Scott Reguplis		
4	Raymond Kaigle		
5	Graham Kaigle		
6	Eli Farnsworth		
7	Louise Kaigle		
8	Chris S. Superville		
9	Phillips Hill		
10			
11	Robert S. Lake		
12	Michael Barron		
13	Drew Kaigle		
14	Jeff Patterson		
15	Chantelle De		

	Name	Address	Telephone Number
16	Albert J. H. Amey		
17	Ann Krueger		
18	Anthony H. H. H.		
19	Kathleen G. H. H.		
20	Kathleen G. H. H.		
21	Vladimir S. H. H.		
22	Theresa S. H. H.		
23	Shedward J. H. H.		
24	Joey G. H. H.		
25	Frank H. H. H.		
26	Frank H. H. H.		
27	Frank H. H. H.		
28	Frank H. H. H.		
29	James D. H. H.		
30	LEE BROWN		
31	Pierre (Leping) H.		
32	Kurt H. H.		
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Respectfully yours,

	Name	Address	Telephone Number
1	Gail Carter		
2	Paula Brown		
3	Syd COLEMAN		
4	Erin Carter		
5	David M. Allen		
6	J. M. M.		
7	John M. H.		
8	KEVIN Gendreau		
9	Ryan Lavoie		
10	Scott Santor		
11	John Allen		
12	Henry Johnson		
13	Randy Mackin		
14	Paula Brown		
15	J. M. M.		

	Name	Address	Telephone Number
16	Vergine Burleson		
17	Brande Arnell		
18	Brandon Conley		
19	Gary Cauchon		
20	David B. Flay		
21	Willis R.		
22	Joe Westhew		
23	Shirley Frechette		
24	Cheryl S. Anna		
25	Ed Reburn		
26	Norward Frechette		
27	Peter H. Huby		
28	Jack Loeffler		
29	J. P. GADHUE		
30	Elaine Sharkey		
31	Oran L. Lee		
32	Allen Carpenter		
33	John W. L. S. H.		
34	John L. S. H.		
35	John L. S. H.		
36	Peter Bay		
37	Bob Cook		
38	Jim Pivrite		
39	Adam Crowder		
40	Jim Pivrite		
41	Penny Madsen		
42	Jim Pivrite		
43	Carmel Campbell		
44	J. D. Landry		
45	Frederick Davis		
46	John R. Madsen		
47	AS CARDINAL		
48	STEVE KENNEDY		
49	Susan Pivrite		
50	Evan J. G. G.		
51	Mike P. A.		
52	Bill Dunn		
53	KATHLEEN TULL		

54	Name	Address	Telephone Number
55	Thomson B. [unclear]		
56	Robert Gordon		
57	Fang H. [unclear]		
58	[unclear]		
59	[unclear]		
60	Bill Besworth		
61	Allen Besworth		
62	KEITH GOFFMAN		
63	Gary Landrygo		
64	Samy Rodlino		
65	William B. [unclear]		
66	JAMES S. STREET JR		
67	Tom Loyer		
68	Mark [unclear]		
69	William R. Bezid		
70	John J. [unclear]		
71	[unclear]		
72	J. Yang		
73	Linda [unclear]		
74	Jennifer Noble		
75	Martha Hornbaker		
76	ALLEN W. SHACKEN		
77	JESSICA SMITH		
78	William [unclear]		
79	Joe Laurette		
80	Loralyn Bothwell		
81	Chris [unclear]		
82	Robert [unclear]		
83	Judith A. Christensen		
84	Stephanie [unclear]		
85	Tim [unclear]		
86	Charles Varn		
87	Aya Thompson		
88	Esa Bosma		
89	[unclear]		
90	Mark Sammut		
91	[unclear]		
92	James [unclear]		

93	Name	Address	Telephone Number
94	<i>David K. Stumpp</i>		
95	<i>Peter A. Mayette</i>		
96	<i>D. J. Mayette</i>		
97	<i>M. E. Per</i>		
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Respectfully yours,

	Name	Address	Telephone Number
1	TEDD GOKENBERG		
2	Jordan Cawley		
3	JOHN THIBAUT		
4	JAMES LeBerge		
5	Richard Miller		
6	Robert Worcester		
7	He. M.		
8	Mike Say		
9	DAVID KRAK		
10	Harvet Allen		
11	Nate Gauthier		
12	SHAWN LAFORNIER		
13	James Hill		
14	John St. John		
15	[Signature]		

	Name	Address	Telephone Number
16	<i>[Signature]</i>		
17	<i>[Signature]</i>		
18	<i>[Signature]</i>		
19	John Allen		
20	Amy Caldwell		
21	Roger Abel		
22	JASON FARRELL		
23	ROBERT FISHER		
24	Bill MOORE		
25	Andrew Fensie		
26	Joan R. Baker		
27	Peter Hoeft		
28	Rob Landry		
29	Samantha Fish		
30	Nathan Girou		
31	Joanne Muir		
32	Jamie C. Baker		
33	Jan McMurtry		
34	<i>[Signature]</i>		
35	<i>[Signature]</i>		
36	<i>[Signature]</i>		
37	<i>[Signature]</i>		
38	<i>[Signature]</i>		
39	<i>[Signature]</i>		
40	<i>[Signature]</i>		
41	<i>[Signature]</i>		
42	<i>[Signature]</i>		
43	<i>[Signature]</i>		
44	Glenn Lambert		
45	<i>[Signature]</i>		
46	Patricia Kennedy		
47	<i>[Signature]</i>		
48	Mark Weston		
49	ELIZABETH		
50	CHAS. J. BRYAN		
51	Michael Mossely		
52	<i>[Signature]</i>		
53	<i>[Signature]</i>		

54	Name	Address	Telephone Number
55	Sean Claford		000 0211
56	Virginia Kottkamp		
57	SO H Coher (SMD)		
58	JAMES St. GEORGE		
59	Richard St George		
60	Megan Cousins		
61	JOSEPH Choiniere		
62	Joe Cassani		
63	Paul Cassani		
64	Norm Matthews		
65	John Kaugus		
66	Adam MARCHESSAULT		
67	GEORGE LAMAR		
68	DEMOK Compinion		
69	Chris Huestis		
70	Jack Boisvert		
71	C FINNEGAN		
72	Don Gilk		
73	Nikolai Wheelock		
74	Carol GADHUE		
75	Russell Blodgett		
76	Martin W. Le		
77	Plomach		
78	James Black		
79	BART BLAVER		
80	Tim Silman		
81	Richard Porter		
82	KEVIN YEADU		
83	Mary Ann Lafeyett		
84	Larry Gessner		
85	Marion Gais		
86	Ben Vilijani		
87	Garry Culanage		
88	Robert Sault		
89	Kathy Shackett		
90	DEANIS Shuck		
91	GEORGE WILSON		
92	Arthur E. Holt		

93	Name	Address	Telephone Number
94	Todd Wright		
95	BRIAN GRAY		
96	Rick Fisher		
97	Don Stevens		
98	Pete Bachert		
99	Don Gandy		
100	Don Gandy		
101	Bill Sted		
102	Kevin Genier		
103	Collin Kravitz		
104	Kevin Clayton		
105	ERIC MORTON		
106	Paul T. Wells		
107	Paul Wells		
108	Kevin Deary		
109	Leo Henry		
110	Donna H.		
111	Paul H.		
112	Andrew Castfield		
113	Wendy M. H.		
114	HOLLY FOURNER		
115	Martha Greene		
116	Jon Hinton		
117	Gerry GURRIS		
118	Paul Martinus		
119	BOB MATHENEY		
120	Carban Hill		
121	Chris Coleman		
122	STANLEY SWEENEY		
123	Eric Kaza		
124	Gregory P. Liebert		
125	ARWIN KERRIS		
126	Gary Marzotto		
127	Dandle Rogers		
128	M. S. White		
129	Jenna Hallord		
130	Suzanne Greenwood		
131	Linda Hodard		

132	Name	Address	Telephone Number
133	Kurt G. ...		
134	John H. Smith		
135	Tiffaney Fisher		
136	Shade Bailey		
137	Deanne Miel		
138	Greg Tracy		
139	John ...		
140	Keith Whitaker		
141	CHRIS RECK		
142	STEVE Roberts		
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SAVE THE GUARD!

Petition in Support of the F-35 at the Vermont Air National Guard

Dear Members of the South Burlington City Council,

The undersigned hereby respectfully request that the Council abandon its current and publicly stated opposition to the bed down of the Air Force's F-35 aircraft at the Vermont Air National Guard (VT ANG) Base at Burlington International Airport in South Burlington, Vermont. Based upon the Air Force's published DEIS and the facts contained therein we believe that the economic benefits and national security concerns far outweigh any real or perceived negatives that may accompany the upgrade of the existing F-16 fleet to the new and much improved F-35 aircraft.

For reasons stated below we, the undersigned, request that the South Burlington City Council reverse its decision and publicly issue a statement in support of the F-35 bed down at the Vermont Air National Guard base at Burlington International Airport, and we ask that you do so before the June 20, 2012 deadline for public comment to the Air Force. *(cont'd below)*

Respectfully yours,

	Name	Address	Telephone Number
1	<i>John D. Brown</i>		
2	<i>Joyce Raymond</i>		
3	<i>John Brown</i>		
4	<i>Katya Danilova</i>		
5	<i>John F. Stone</i>		
6	<i>John F. Stone</i>		
7	<i>Thomas E. Stone</i>		
8	<i>Carol Anne Franks</i>		
9	<i>Bryan Leach</i>		
10	<i>John Labadie</i>		
11	<i>John Frostick</i>		
12	<i>N. Anderson</i>		
13	<i>Kathleen Furr</i>		
14	<i>John G. Gannon</i>		
15	<i>John Hall</i>		



SAVE THE GUARD!

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Respectfully yours,

	Name	Address	Telephone Number
1	Stephanie Favero		
2	Paul Lig		
3	DALE LAMEN		
4	Colby Mennier		
5	M. L. C. Benoit		
6	KIP RUFFERY		
7	Richard Maxwell Jr		
8	James Hoyt		
9	JOHN R. CORDNER		
10	James Edwards		
11	Sandra Farrell		
12	John M		
13	Brenda L		
14	JOHN SGTI		
15	Jane Leduc		

	Name	Address	Telephone Number
16	BRAD LEGGETT		
17	Richard Weston		
18	Wayne Ruchford		
19	Paul Ruchford		
20	Shunt Drouby		
21	Mike Giff		
22	Joey Owen		
23	Stephen Gordin		
24	JUSTIN MULENZIE		
25	DARRELL MARTIN		
26	PAT LYNCH		
27	Josh Fay		
28	Justin Brown		
29	Don Smith		
30	Flewitt		
31	Joe Scott		
32	Mike Scott		
33	Delmar Nusselt		
34	Joe Lovellette		
35	Christy Martin		
36	Charlie Martin		
37	Tammy Conner		
38	Barbara George		
39	Don		
40	Joe V. Senecke		
41	ROB RICHARDS		
42	William Allen		
43	Thomas Ayer		
44	Hana Diesi		
45	Monica Nordstrom		
46	John K. Cheesema		
47	Theresa Davis		
48	Carlene Mashia		
49	Sharon Bartel		
50	MATT TITUS		
51	Adam Strecker		
52	Eric Mashia		
53	Mike Burnett		

54	Name	Address	Telephone Number
55	ROB SCHWARTZ		
56	Tom Lyman		
57	CHARLIS FORT		
58	Tim Brown		
59	Art Thompson		
60	Det. Dwyer		
61	Mark Mashin		
62	Jennifer Bissonette		
63	Roy French		
64	John Racicot		
65	Leigh Coda		
66	Randy Thompson		
67	Jim Urban		
68	Heather Ferraro		
69	Dean Ferraro		
70	Harold Babin		
71	DAVID KOSK		
72	Tamara Seeloff		
73	Michael Hennessey		
74	Bill Grinzow		
75	Robert		
76	Greg McCracken		
77	Rose Dubois		
78	Nancy Baker		
79	Jim MUMLET		
80	Joe Messine		
81	Tonia Baichard		
82	R. Snyder		
83	Ron Andrews		
84	Doug Miller		
85	Michael Dumont		
86	David Deforge		
87	Mark		
88	Alan Mashia		
89	Marilyn Mashia		
90	Victoria C. Matthews		
91	Henry R. White		
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SAVE THE GUARD!

Petition in Support of the F-35 at the Vermont Air National Guard

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Respectfully yours,

	Name	Address	Telephone Number
1	Ammanda Edson		
2	Amy Jenne		
3	Yvonne Foster		
4	Josh Foster		
5	Robert S. Peel		
6	LAVIE EDSON		
7	JAMES MORGAN		
8	Cindy Kinnell		
9	Shirley Walker		
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Respectfully yours,

	Name	Address	Telephone Number
1	Katie A. Kucylowski		
2	Rebecca Timmins		
3	Dustin Parker		
4	Darrel D. Thompson		
5	Lydia Rhoads		
6	Marnetta Miller		
7	Josh Monette		
8	Vicki Brown Thomas		
9	Eric Clard		
10	Cynthia Kendall		
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Respectfully yours,

	Name	Address	Telephone Number
1	Gabrielle Myunier		
2	Steve Plosser		
3	CARIE JONASSEN		
4	ENIKA GURSTKA		
5	Susan Willard		
6	BRIAN WAXLER		
7	Lynn Blodgett		
8	Andrew Waxler		
9	Ken Lujan		
10	CARIE BAKER		
11	Barbara Jockley		
12	Chris [Signature]		
13	Joseph Colantoni		
14	Robert Titmore		
15	Geraldine Titmore		

	54	Name	Address	Telephone Number
16	55	Emily L Frazier		
17	56	Tanna Elliott		
18	57	Kimberly Barry		
19	58	Mike Barry		
20	59	Michele K. Madsen		
21	60	Kevin Oak		
22	61	Fole Proctor		
23	62	Justin Cui		
24	63	Myrt Tedder		
25	64	Charles Lead		
26	65	Roger Press		
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Respectfully yours,

	Name	Address	Telephone Number
1	GAY B. GODFREY		
2	Quinn H. Stevens		
3	Nate Shattuck		
4	Florence Shattuck		
5	John P. Shattuck		
6	Mike Shattuck		
7	JEREMY KING		
8	Dean Macdon		
9	Rose King		
10	Courtney A. Bower		
11	Nora King		
12	Anna Houle		
13	EMMA WILSON		
14	DAVE HARTNELL		
15	ZEV D. WERTS		

	Name	Address	Telephone Number
16	Karen Barrett		
17	Samuel Kellner		
18	Paul Brodeur		
19	Pauline Brodeur		
20	Chr B Barrett		
21	Olivia Anderson		
22	John W Kellner		
23	John W Kellner		
24	Frederick K Hoff		
25	Kimberly D Hoff		
26	Amy Lipson		
27	Louise F. Diamond		
28	Josh Clayton		
29	Julie M Clayton		
30	Gene Marie Farmer		
31	Mike Thompson		
32	Mike Thompson		
33	David Jones		
34	Thelma Danville		
35	Ernest Danville		
36	Sandra Martin		
37	Cheryl Rothman		
38	Cheryl Rothman		
39	Cheryl Rothman		
40	Ken G. Mox		
41	Dawn Kexroad		
42	John Sheltra Sr		
43	Liz Sheltra		
44	John Sheltra Jr		
45	John Sheltra Jr		
46	John Sheltra Jr		
47	John Sheltra Jr		
48	John Sheltra Jr		
49	John Sheltra Jr		
50	John Sheltra Jr		
51	John Sheltra Jr		
52	John Sheltra Jr		
53	John Sheltra Jr		

54	Name	Address	Telephone Number
55	Carol Robert		
56	Meghann Greenaway		
57	Joe Gessenau		
58	Pauline Otis		
59	Pete Sears		
60	Krista Abate		
61	Enita Busque		
62	Pauline Otis		
63	Marcel Busque		
64	Robert Pulte		
65	Sue Piche		
66	MARK Bese?		
67	Sara Vieta		
68	John Vieta		
69	Janet Berger		
70	GARY BIRNARD		
71	Benjamin Hissack		
72	Samantha Davis Head		
73	Kathleen Robbins		
74	Gerny Robbins		
75	Jessica Carren		
76	Shawn Mathew		
77	Ralf H. Schaatschmidt		
78	Dale Towers		
79	Bryon Powers		
80	Mard Buzel		
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SAVE THE GUARD!

Petition in Support of the F-35 at the Vermont Air National Guard

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Respectfully yours,

	Name	Address	Telephone Number
1	Michael C. Coston		
2	Sharon Colton		
3	Don Noble		
4	Kenneth		
5	Scott Ferguson		
6	Frances Carpio		
7	George Ruggie		
8	Peter C. Coston		
9	John Christensen		
10	Dale Johnson		
11	Samuel C. Coston		
12	Nichole Parker		
13	Edwin		
14	Paul G. G. G.		
15	Brendy Herrick		

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M379

	Name	Address	Telephone Number
16	John Kettwicht		
17	Helen O'Brien		
18	Monna Rae Strand		
19	E. D'ANGLAN		
20	A. Burbank		
21	Fernuk Huron		
22	Edith Huron		
23	Kim Huron		
24	Ernie Rossi		
25	Drew O'Connor		
26	Greg Carter		
27	Ricky Papara		
28	John Eustis		
29	Lolly Bliss		
30	Evan Langkelt		
31	John Illick		
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Respectfully yours,

	Name	Address	Telephone Number
1	T.J. Bacchus		
2	JOE ARLOVITCH		
3	Tom Messer		
4	BOB BATTEN		
5	Robbie Barnett		
6	Alvin Brown		
7	RANDY ELIAN		
8	David Philbrick		
9	Vincent Farnache		
10	SETH ALUSTIN		
11	Jeff Huber		
12	Brendan Smith-Healy		
13	Tiffany Philbrick		
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Respectfully yours,

	Name	Address	Telephone Number
1	<i>Robert L. Gail</i>		
2	<i>Timothy L. Gail</i>		
3	<i>Lynne J. Sprague</i>		
4	<i>Pete M. Dwyer</i>		
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Respectfully yours,

	Name	Address	Telephone Number
1	Robert G. Cain		
2	Robert G. Cain		
3	Susan S. Spurling		
4	Judith		
5			
6	Joyce Coumb		
7	Deborah Burlew		
8	Robert C. Kozak		
9	Robert J. Brown		
10	Mary Place		
11	Brooke Odell		
12	Mark Hall		
13	Mike Walcott		
14			
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SAVE THE GUARD!

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Respectfully yours,

	Name	Address	Telephone Number
1	Robert E. Johnson		
2	Ellen H. Harris		
3	Meghan J. Harris		
4	Steve Harris		
5	Jodi Lembeck		
6	Steve Nelson		
7	Pat Nelson		
8	Cherie Santos		
9	Sam Teare		
10	Jason Teare		
11	Pam Magarella		
12	Jim O'Toole		
13	Pam Lembeck		
14	Steve Santos		
15	Regina Appel		

	Name	Address	Telephone Number
16	Paullette Appel		
17	Louise Dor		
18	Leigha Dor		
19	Beth Dor		
20	Harlyn Dor		
21	John Dor		
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Petition in Support of the F-35 at the M379 Vermont Air National Guard

Dear Members of the South Burlington City Council,

The undersigned hereby respectfully request that the Council abandon its current and publicly stated opposition to the bed down of the Air Force's F-35 aircraft at the Vermont Air National Guard (VT ANG) Base at Burlington International Airport in South Burlington, Vermont. Based upon the Air Force's published DEIS and the facts contained therein we believe that the economic benefits and national security concerns far outweigh any real or perceived negatives that may accompany the upgrade of the existing F-16 fleet to the new and much improved F-35 aircraft.

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Respectfully yours,

	Name	Address	Telephone Number
1	HOWARD AIKEN		
2	FRANK FARRELL		
3	JANE FARRELL		
4	MARK FARRELL		
5	JENNIFER NACHBUR		
6	WILL FARRELL		
7	ANGIE FARRELL		
8	JOHN MARCEL		
9	JOEL E.		
10	DUSTIN WEIR		
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Respectfully yours,

	Name	Address	Telephone Number
1	CJ Hale		
2	Nicole Phelps		
3	Sylvie Carey		
4	Godin, Nathan		
5	Nate Farmer		
6	GEORGE BROOKS		
7	Bruce L. Auer		
8	Traci Creller		
9	Jim Champagn		
10	Andrew Lewis		
11	Dan Clavery		
12	Alfred J. Jurek		
13	Cherie Burke		
14	Mike Drda		
15	VT ANG Kunitz		

	Name	Address	Telephone Number
16	Paul Delham		
17	Mr. M.		
18	Bill Fiasano		
19	Mr. Thomas		
20	Bob		
21	Steve Zebutavog		
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6/20/12

Mr. Nicholas Germanos, F-35A Operational Basing Environmental Impact Statement
(EIS) Project Manager,
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley AFB, VA 23665-2769

Dear Mr. Germanos,

The residents of Winooski are very concerned about the F-35 planes coming to Burlington and causing most of Winooski to be unfit for residential use. Because such a large percentage of the city will be affected, it will be devastating. Every day there are many postings on the Winooski Front Porch Forum by people desperate to know what they can do to help prevent the arrival of the planes.

| LU-1

We at winooskiaction.org set up a petition against the F-35s to give people a unified way to express their concerns. Please take a moment to read the comments from each person, located at the bottom of the letters. Those with longer comments were mailed separately, but there are 124 total online signatures as of right now. For your reference, a list is included. If there is anything you can do to help save much of Winooski from becoming uninhabitable, please help us. We would appreciate anything you can do on our behalf.

Sincerely,



Jane Bearden of winooskiaction.org, (email: winooskiaction@yahoo.com)
Representing Winooski residents and others in the Greater Burlington Area opposing the F-35 beddown.

M381-M472

Subject: opposing the F-35s in Burlington, VT**From:** Taylor na**To:** winooskiaction@yahoo.com;**Date:** Sunday, June 17, 2012 11:02 PM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-1

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing its downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Taylor na

GO-1

Support community! Stop the F-35!

We, the undersigned Vermont citizens oppose the installation of the F-35 at the Vermont Air National Guard base in South Burlington.

The health, safety, local economy, and quality of life for all Vermonters will be harmed by the noise, effluent, expense, economic opportunity cost and moral burden of these fighter jets.

Vermonters voted overwhelmingly to end our wars of aggression. Basing the F-35 in Vermont plainly contradicts those votes.

E-mail / Phone Number

Address

Printed Name

Signature

1. Thomas's name Thomas
2. DARLENE BARBER DUNLAP BAILEY
3. Elizabeth C. Davis Elizabeth C. Davis
4. Whitney Smith Whitney Smith
5. William Lander William Lander
6. Amy Dubault Amy Dubault
7. Susan Dumont Susan Dumont
8. Teresa Stanger Teresa Stanger
9. Sarah Masi Sarah Masi
10. Sharon Wood Sharon Wood

This is a public document. If found, please return to STOP THE F-35, c/o Peace and Justice Center, 12 Lake St., Burlington, VT 05401.

Support community! Stop the F-35!

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E-mail / Phone Number

Address

Printed Name

Signature

1. Natalie Carr Natalie Carr
2. Angela Lameh Angela Lameh
3. Kathryn Scherer Kathryn Scherer
4. Jessica Boyle Jessica Boyle
5. Jessica Sheridan Jessica Sheridan
6. Aminu Hyder Aminu Hyder
7. Bronwyn Kenny Bronwyn Kenny
8. Jenn Lacross Jenn Lacross
9. Meredith Merritt Meredith Merritt
10. Vicki Hughes Vicki Hughes

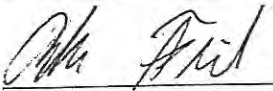
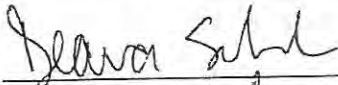
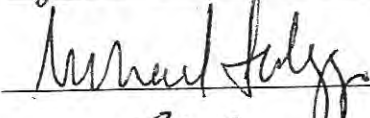
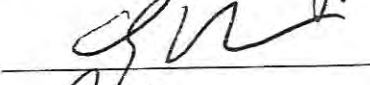

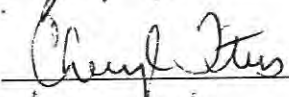
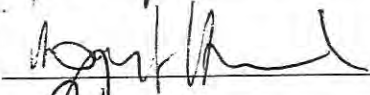

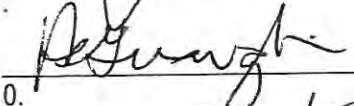
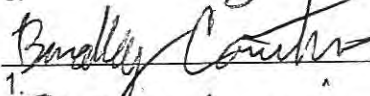
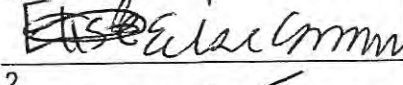
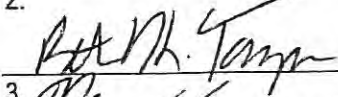
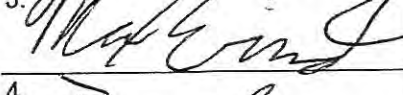


This is a public document. If found, please return to STOP THE F-35, c/o Peace and Justice Center, 12 Lake St., Burlington, VT 05401.

Vermont says Stop the F-35!

GO-1

We, the undersigned citizens of Vermont, call upon Burlington Mayor Weinberger; Senator Patrick Leahy, Senator Bernie Sanders, Congressman Peter Welch and Governor Peter Shumlin to vote to oppose the installation of F-35 fighter jets at the Vermont Air National Guard base in South Burlington.

Defending our homes and our community, our agricultural landscape, our tourism industry and all of the jobs in the 65db zone requires saying no to the F-35. We urge our congressional delegation to vote in time for the June 20 deadline for comment set by the Air Force. After careful consideration of the Air Force EIS, South Burlington voted down the installation of the F-35 on May 14. **We urge you to vote NO on this proposal.**

Signature	Printed Name	Address	Email Address and Phone Number
	Blake Frink		
	Deanna Schwehr		
	Michael Integrio		
	Elizabeth Bonney		
	Jen L. Mori		
	Cheryl Titus		
	Hoess Hanzl		
	Peter Garritano		
	Ifeungha		
	Brad Cantare		
	Elise Cormiveau		
	BETH TANZMAN		
	Max Ernst		
	Devin Greer		
	Kelsey Martin		

June 20, 2012

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

GO-1

Dear Mr. Germanos:

Attached please find letters and petitions filled out by Vermont residents who opposed the F35A bed down in our State.

The environmental and economic impact is too overwhelming to our most densely population region of the State, and in particular the City of Winooski.

Please include these letters and comments of opposition in the final Environmental Impact Statement.

We hope these statements will convince the USAF that this site is not the preferred site for the F35A bed down.

Thank you for your consideration of our request.

Sincerely,



Eileen Andreoli

To: Mayor Miro Weinberger (Burlington) Mayor Michael O' Brien (Winooski)
 Burlington City Council Winooski City Council GO-3
 Governor Peter Shumlin Senator Patrick Leahy
 Senator Bernard Sanders Mr. Nick Germanos, HQACC/A7PS (USAF)

CC: Burlington Free Press

I am writing to express my disapproval of the proposed basing of F35A stealth bombers at the Burlington International Airport.

This proposal is inappropriate and shortsighted given that these stealth bombers would be placed in the most densely and diversely populated area in Vermont. To support the Air Force's proposal would jeopardize the high quality of life so many of us experience here and would threaten the tourism industry which so many of Vermont's citizens depend on for their livelihood. This proposal flies in the face of all current municipal, educational, institutional, and healthcare investments.

While Vermonters are very proud of the Vermont Air National Guard, that does not mean Burlington is an appropriate site for the F35s.

As it is, schools and businesses are disrupted when the F16s fly over. A doubling of this noise will take place in areas the FAA has already defined as "incompatible with residential use" (hence the housing buy-outs near the airport). The increased noise will have a much broader impact, with the new 65db contour encompassing one half of the city of Winooski, a greater portion of South Burlington and the noise will have a negative impact on those living, working or visiting Burlington and Williston.

Buying out large portions of our metro area is unacceptable, even if it were proposed. The Burlington Airport spokesperson has publicly stated that no more buyouts will occur, no matter what new areas are affected by the increased noise contours. Again, many of us will be in areas our own government defines as "incompatible to residential use"! Based on experiences elsewhere, it is likely home values will decline significantly.

And is it wise to link yet more of the Vermont economy to military allocations -- funding which will be drastically reduced if Congress ever gets serious about balancing the federal budget?

Precious funds—federal and state—and incalculable hard work and heart have been invested building up the densely populated neighborhoods now threatened by this program.

Please honor my deep concerns and oppose bringing F-35s to Burlington. It is simply not worth the financial or moral cost to Vermont and its citizens.

+ Winooski is working to demonstrate fiscal responsibility, let us not encourage the Defense Dept. to build a boondoggle of a weapon.

(Please add your own comment here – use back of letter if needed)

Signed: Anne MacLeod Date: 6/16/12

ANNE MACLEOD

Name Address City, State, Zip Phone/Email
 (please print)

18 June 2012

Mr. Nicholas Germanos
HQ ACC/A7PS
1129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

GS-1

Re: Support for the F-35 at the Vermont National Air Guard, South Burlington, Vermont

Dear Mr. Germanos,

Enclosed please find a petition that was begun and completed over this past weekend from Friday, June 15 – Monday, June 18. In just over three days a small group of area individuals were able to compile 1,633 signatures (some were emailed and were therefore added by hand via proxy, but we have the required documentation and are happy to provide) of people in South Burlington and the other communities surrounding Burlington International Airport and the Vermont Air National Guard base showing their support for the bed down of the F-35 at this location. We have no doubt that based upon the fact that we were able to compile so many signatures over such a condensed period of time that the actual number of supporters is far, far greater than this petition reflects and we would hope that you will take that in to consideration.

The petition was meant to show that not only is there significant support for the F-35 and a strong and consistent VT ANG presence in the area, but that the South Burlington City Council and the small but vocal minority opposition voices do not represent our communities as a whole. We are very grateful for the service that the Vermont Air National Guard provides to our communities, state and nation and we look forward to welcoming the F-35 to Burlington International Airport.

Thank you for your review of our petition and your consideration of our request to bring the F-35 to South Burlington. Also, I have attached to this letter the continuation of the text from the actual petition which was located along with the shown petition and signature blocks.

Best Regards,



Evan Langfeldt

PI-2

WHY THE SO. BURLINGTON COUNCIL'S POSITION IS WRONG

We feel that while the environmental impacts should certainly be taken in to account we do not believe that the findings of the report in any way constitute a significant and overly burdensome change from the current situation which has been in place for decades, employs many of our neighbors and fellow South Burlington residents and contributes a substantial amount of economic activity each year to our community, Chittenden county and the entire State of Vermont.

More specifically we have based our opinions upon the actual findings of the DEIS, which in many cases the opposition has distorted to enlist more support for their cause. The actual facts from the DEIS include the following:

1. **Noise:** The 65 Decibel Noise Line threshold actually decreases area coverage in South Burlington from its current levels which is clearly depicted on the DEIS noise map. In fact, six of the seven measured areas in South Burlington either decrease in noise disruption or stay the same. BR 4-27
2. **Protection of children:** The noise level at Chamberlain School actually reduces from the 3db they currently experience with the existing F-16s. BR4-27
3. **Operations:** Operations at the airport will decrease by 803 sorties (24 jet scenario) or 2613 sorties (18 jets), respectively depending upon the level of aircraft stationed there. BR4-5
4. **Air Pollution:** The replacement of the F-16s by the new F-35s will actually reduce air pollution by over 3000 metric tons per year. BR4-41

Furthermore, these are direct quotes from the DEIS:

Impact on air pollution: "Neither ANG Scenario 1 nor 2 would introduce emissions that would deteriorate regional air quality; the area would remain in attainment for all federal and state air quality standards." ES-12

Impact on safety: "In addition, the F-35A engine is the product of 30 years of engineering, lessons learned from previous single-engine aircraft, and an extensive, rigorous testing program. Overall, the risks of a mishap are not expected to increase substantially" ES-12

PI-2

Impact on biological resources: "No impacts to wildlife, threatened and endangered species, wetlands, or plants would occur. Decreased airfield operations would result in a decreased opportunity for bird/wildlife-aircraft strikes to occur." ES-12

Impact on cultural and traditional resources: "There would be no adverse impacts to National Register-eligible archaeological, architectural, or traditional cultural properties." ES-13

Impact on socioeconomics: "Scenario 2 would generate an increase of 266 military personnel, and an annual increase in salaries of approximately \$3.4 million. Either scenario would expend an estimated \$2.34 million in 2016 for proposed modification projects. The Burlington area would likely provide the skilled workers for the temporary construction jobs." ES-13

Impact on ground traffic: "Despite a negligible, short-term increase in construction traffic, ANG Scenario 1 would not change travel demand for the base or affect the Level of Service (LOS) for any portion of the roadway network." ES-13

Impact on other resources: "The EIS analyzed the potential environmental consequences of implementing ANG Scenarios 1 and 2 on three other resources: geology, soils, and water (BR3.5 in the EIS); community facilities and public services (BR3.13); and hazardous materials and waste (BR3.15). No aspect of the bed down scenarios would result in impacts to these resources." ES-13

In addition to the above facts on the environmental and social impacts the following economic factors are also irrefutable:

The Vermont Air National Guard represents 1,100 local jobs (400 full time and 700 part time).

The VT ANG has been an active and contributing member to the South Burlington community (as well as the entire state and country) for the past 66 years.

The VT ANG has an annual local payroll of \$53 Million.

616 members of the VT ANG live in the area around the Burlington International Airport.

The VT ANG provides \$2.4 Million annually to the Burlington International Airport for fire and rescue services.

PI-2

The VT ANG contributes an additional \$325,000 per year for hotel, food and services to the local economy as a result of its Drill Weekends.

The VT ANG contributes an additional \$600,000 per year to the local economy due its Mission Training Center activities.

In addition Lockheed Martin anticipates an additional 173 direct local jobs and \$24.7 Million in direct financial benefit to Vermont if the F-35 were based here. Moreover, they anticipate another 485 indirect local jobs and another \$27.2 Million in indirect financial benefit to Vermont.

The VT ANG currently represents only 5% of airport traffic and that number would drop significantly with the introduction of the F-35.

From the June 13, 2012 Burlington Free Press: Major General Michael “Dubie said looming Defense Department spending cuts underline the importance of having the F-35s assigned to the Vermont Air National Guard.

“It could be really bad for units that have old airplanes, and we’ve got old airplanes,” he said. “We have to get some new crafts in the future if we want to stay flying.”

Despite claims to the contrary, if the VT ANG is not chosen as the location for the F-35 there will be a significant and negative impact to the South Burlington community through a loss of jobs and revenue to local businesses. If you take away the fact that the Vermont Air National Guard has long since proven themselves through their defense of our state and country, we are still left with the fact that they are a major economic contributor to our local economy. They inject substantial amounts of income on a yearly basis and they employ hundreds of our family members, friends and neighbors.

June 20, 2012

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Dear Mr. Germanos:

I am opposed to the beddown of F35 jets at the Vermont Air National Guard ("VTANG") base in South Burlington, Vermont.

GO-1

My family and I live in a neighborhood that surrounds the Burlington International Airport and if the F35s come to VTANG our house will be within the 65 dB noise zone. I am concerned that the location of our home in the 65 dB zone will lower the property value of our house. I am also concerned that being in a zone considered "unsuitable for residential use" by the FAA will make our house impossible to sell in the future. The residents in my neighborhood will lose in this deal, and the Air Force has made no mention of compensation to us for our losses.

SO-1

LU-1

SO-9

I hope the Air Force will consider locating the F35s at a different location.

Sincerely,



Monique Trono

June 19, 2012

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2769

Dear Mr. Germanos:

Thank you for the opportunity to express my concerns about South Burlington being the beddown for the F35s. I attended some of the meetings with my father and daughter as we all live in the area just on the very outline of the original noise contour line. Now, we discover we are in the 65 DNL area. Much of this discussion does become intertwined with the difficulties our neighborhood has had with the Burlington International Airport and the uncertainty of our neighborhood. The fact is we do not want to lose our homes. We like living in this neighborhood. My brother and sister also have families nearby. I don't know if we could ever replicate our being able to have five families living within blocks of each other. The noise from commercial aircraft doesn't really bother us at this end. The F16s are tolerable, but when we hear the f35s could be four times louder, I have to wonder. My daughter, aged 26, observed that there weren't many young people at the hearing. We wondered if it's because mostly older people, those working second shifts, or working at home are the ones home during the day when the planes mostly fly. She had been considering buying a home in this neighborhood, but doesn't know if she could even get a loan. Are we going to be able to continue to get home improvement loans? People say folks can move out of this area; but as she has been looking at real estate, she tells me that many of the houses have been on the market for a long time. It doesn't appear to be as desirable a neighborhood. I would certainly be open for soundproofing of my home, but doesn't help when I'm outdoors, which I like to be a lot, or when the windows are open.

SO-18

I have had a home child care for 25 years. Children under three are often scared when we are outside and the planes fly overhead. Sometimes they are louder than others, or when more than one takes off together. Toddlers will scream, look around for me so I can hold them and cover their ears and reassure them everything is OK. As they get older, they aren't as upset unless loud unexpected noises bother them. Everyone has different sensitivity levels. Being outdoors is beneficial for the healthy development of young children and we try to be outdoors as much as possible. This is my livelihood. Every time I hear the argument about losing all the ANG jobs, I can't help but wonder about the loss of our jobs or businesses and the money the 1300 homeowners spend in these neighborhoods. I don't want these people to lose their jobs either as their work is tremendously important. I absolutely do not want to see the VTANG leave as I also contract with them and care for children one weekend a month during their drills. (One of their children was scared by an F16 taking off when she was in the bathroom and the window was open. The sudden, unexpected noise scared her for months, and she didn't want to be alone in the bathroom.) I care for these families and depend on that income as well. I hope that the base will continue even if they don't get the F35s. An awful lot of money appears to have been invested in the base over recent years; a simulation program, the runways, all the roadwork currently being done on River Cove Road, a solar farm, and new buildings being constructed. It seems hard to believe it would be closed with all those investments being made. I still don't remember anyone saying that the base being closed is in the EIS statement, which I honestly could only skim.

SO-4

PA-16

As we know, these are terribly expensive and unproven planes. I have worries about safety, especially if they have nuclear capabilities. Where would those weapons be stored? Are they going to be stored off River Cove Road? Would we be a target? I still don't know why there can't be a flyover with the F35s? We see them flying on TV. It seems like it could be the answer to so many concerns about sound.

SA-1
SA-2
PI-4

Those are a few of my thoughts that I wanted to share. Thank you.

Sincerely



Sheila Quenneville

Cc: Senator Bernard Sanders
Senator Patrick Leahy
Representative Welch

Gabrielle Meunier

Mr. Nicholas Germanos
HQ ACC/A7PS
1129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

June 20, 2012

GS-1

Dear Mr. Germanos,

I am writing this letter in support of bedding down the F-35A jets at the Vermont National Air Guard base located at the Burlington International Airport in South Burlington, Vermont.


I want to be clear that our South Burlington City Council that sent a letter to you on 6/1/12 not in support of the F-35A beddown, does not represent the majority of residents in South Burlington. I live in an upscale neighborhood a couple of miles off the flight path of the jets. We have other airplanes and many helicopters that are in our flightpath overhead. The noise has never been a concern – it is all part of living and having benefit of an International Airport close by. Further, having the F-16 jets has been a source of pride for many of us, as will the F-35 jets.

There are those that are primarily concerned with their home values. I hope that the Air Force can address those fears as I believe they are unjustified. But to be clear, I am in full support of the F-35A jets to be beddown at our home of South Burlington Vermont.

My young son has been in our National Guard for 3 years and he believes the future of his career lies in bedding of this airplane in South Burlington. I want the best for him and I want what is best for our community. I believe Vermont to be an excellent location for the F-35 in terms of its strategic location for the nation. I believe the environmental impacts are minimal and I believe there has been some fear mongering done to our communities due to our So. Burlington Council crying Chicken Little. I hope that this nonsense will not dissuade the AirForce from choosing South Burlington as its preferred location for these airplanes.

I am mailing this letter from North Carolina as I am on vacation this week, but you can verify that I live at the above address just by googling my name! I make myself available to help the Air Force in positive public relations in any way I can. I have already spearheaded the petition drive last weekend in our area which I hope will show you how many supporters there really are. In a state like Vermont the radicals yell loudly, but I assure you, they are not the majority. The majority of us appreciate all that the Vermont National Air Guard brings to our community, our state, and our country.

My Best,


Gabrielle Meunier

James Marc Leas

Attorney at Law

Registered Patent Lawyer

37 BUTLER DRIVE

S. BURLINGTON, VERMONT 05403

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FAX 651 691-0073

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Phone 802 864-1575

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June 20, 2012

Mr. Nicholas Germanos
 HQ ACC/A7PS
 129 Andrews St., Suite 337
 Langley AFB, VA 23665-2769

Ms. Kathleen Ferguson
 Deputy Assistant Secretary of the Air Force for Installations – SAF-IEI
 1665 Air Force Pentagon
 Washington, DC 20330-1665

RE: Response to Air Force draft Environmental Impact Statement

Dear Mr. Germans and Ms. Ferguson:

I write to demand that the Air Force announce that it will not base the F-35 at Burlington International Airport. The Air Force itself has given good and sufficient reason in its draft Environmental Impact Statement (EIS). I incorporate by reference the 17 page letter responding to the Air Force draft EIS adopted by the South Burlington City Council under the leadership and chairmanship of retired Air Force Colonel Rosanne Greco, dated June 11, 2012. I also incorporate by reference the letter submitted to you by the South Burlington School District responding to the Air Force draft EIS, dated May 14, 2012.

GO-1

PI-2

In addition, I call your attention to the following facts from the draft EIS the make mandatory for the Air Force to make the announcement that it will not base the F-35 in Burlington.

1. Is Burlington a preferred location? The Air Force draft EIS says it is not

The United States Air Force issued a draft Environmental Impact Statement (EIS) that states that in July 2010 the Air Force selected Burlington International Airport in South Burlington, Vermont is one of two “preferred alternative locations” for the initial operational bed down of the F-35. However, that selection of Burlington occurred nearly two years before the draft EIS was completed and did not include the information in the Air Force draft EIS.

In view of the information it contains, the Air Force draft EIS, as issued in March 2012, shows that Burlington Air National Guard is *not the preferred basing for the F-35*. The EIS states that the “no action alternative”—that is, *not basing the F-35 in Burlington*—“*would be the environmentally preferable alternative.*”

PA-28

2. Overall negative impacts on Burlington, Winooski, South Burlington, Williston, and Colchester provided in the AIR Force draft EIS

The data given by the Air Force in its draft EIS details negative impact on the lives of thousands of Burlington and Burlington area residents in the areas of noise, air quality, safety, land use, socioeconomic, environmental justice and protection of children, community facilities, and public services, ground traffic and transportation, climate change, and cumulative effects and irreversible commitment of resources.

The Air Force draft EIS shows two basing scenarios, one with 18 F-35 fighter-bombers and one with 24, and the draft EIS shows more negative environmental impacts for the 24 plane scenario. The Air Force draft EIS states that the “actual number and configuration of aircraft eventually based” has not actually yet been determined, and, therefore, the draft EIS offers no guarantee of the upper limit of adverse environmental consequences.

In this regard, I find noteworthy the Burlington experience with the F-16. Burlington experienced dramatically increasing negative environmental consequences after the Air Force based the F-16 in Burlington: the Air Force changed its engine, its flight configuration, and its use of afterburners, which dramatically increased its noise level. As the Air Force draft EIS states, the actual number and configuration of aircraft eventually based in Burlington has not even been determined, and whatever the EIS says, nothing stops the Air Force from doing something far more environmentally damaging if it later chooses to, just as it did with the F-16.

PA-6

3. Noise outrageous

The Air Force draft EIS reports that the Federal Aviation Administration (FAA) established a 24-hour average noise threshold of 65 dB as the maximum limit that is compatible with residential living. Under that FAA program, the federal government gave the airport money to buy properties where the noise reached or exceeded that incompatible-with-residential-living threshold. Under the FAA program, the airport has so far purchased 120 homes near the airport in South Burlington for demolition because the F16 and other airport noise reached or exceeded that 24-hour average 65 dB threshold. The once healthy neighborhood of affordable houses in South Burlington near the airport has been turned into a wasteland.

The Air Force draft EIS shows that basing the F-35 here will place 1366 additional houses and 2,863 more people in Burlington, South Burlington, Winooski, Williston and Colchester within the 24-hour average noise level that caused the purchase for demolition of those 120 affordable houses. The airport recently announced that it would purchase no more homes, no matter how high the noise level.

Although F-16 noise is quite high, the Air Force draft EIS shows the present-day 24-hour average 65 dB DNL contour from F-16 noise barely skirts edges of Winooski and Burlington while the F-35 will put half of Winooski’s houses and Burlington houses along Calarco, Chase, Rumsey, Barrett, Mill, Grove, and Patchen roads, and along portions of Pearl and Riverside, within that incompatible-with-residential-living contour.

The table on page BR4-18 of the Air Force draft EIS shows that the peak noise level for the F-16 is 94 decibels and for the F-35 it is 115 decibels--a difference of 21 decibels--when each plane takes off and reaches 1000 feet above ground level.

The Air Force draft EIS on pages C6 and C9 shows that people hear the 21 dB difference between the F-16 and the F-35 as *more than four times louder*. Four times louder than the F-16 with its current extra loud configuration. 115 decibels is loud enough to damage hearing.

According to plot of data in a table on page C8 of the Air Force draft EIS, the difference in sound levels between the F-16 and the F-35 can be illustrated by the difference between the sound under an F-16 flying at a height of well over 2000 feet and the same F-16 flying at a height of under 500 feet above ground level. I would ask the the Air Force to consider that it may be able to persuade City Councilors who requested a flyover by the F-35 by agreeing to fly an F-16 at a height low enough to simulate the four- times-louder sound of the F-35, something lower than 500 feet above ground level.

PI-4

4. Property values

Concerning effect on property values, the Air Force draft EIS reports that studies conclude “that decreases in property values usually range from 0.5 to 2 percent per dB increase in cumulative noise exposure.” According to the numbers in the Air Force draft EIS the decrease in property values for houses experiencing the 21 decibel increase in loudness is, therefore, likely to be in the range from 11% to 42%.

SO-1

5. Safety

The Air Force draft EIS raises serious questions about safety as it states that “it is possible that projected mishap [crash] rates for the F-35A may be comparable to the historical rates of the F-22A.” Numbers in the draft EIS show that in its early years the F-22A had a “most severe” mishap rate 7 times higher than the current rate for the F-16. That safety risk is entirely unacceptable for an airport surrounded by residential neighborhoods.

SA-1

The draft EIS makes clear that the Burlington airport was a preferred location because air quality in the Champlain Valley is in “attainment” with air quality standards and therefore the Air Force can more conveniently bring the F-35 to Burlington than it can to competing Air Force bases whose already fouled air and “non-attainment” status present difficult hoops for the Air Force to jump through to achieve compliance with the Clean Air Act. Is this the real reason Burlington was considered the preferred location two years ago, because Burlington air was cleaner?

PA-4

6. Low income and immigrant communities, another outrage

The draft EIS shows that the negative effect of basing the F-35 in South Burlington will fall disproportionately on low income and immigrant communities.

EJ-3

In addition to the reasons given in the Air Force draft EIS I would also like to offer the

A Pentagon document shows that the total cost to develop, buy, and operate the Lockheed Martin Corp F-35 will be \$1.45 trillion. The cost to buy each plane will average \$135 million plus an additional \$26 million for the engine.

According to a study by professors at the University of Massachusetts, spending on military projects like the F-35 creates half as many jobs as spending on health care, education, infrastructure, and mass transit. Therefore spending on the F-35 while cutting health care, education, infrastructure, and mass transit leaves more people unemployed, and the shift in spending is a cause of unemployment.

PI-12

The F-35 is described in an Air Force video and in the Air Force draft EIS as a weapon mainly for penetrating enemy air space and delivering 18,000 pounds of air-to-ground bombs and air-to-ground missiles rather than primarily for saving Vermonters during natural disasters, like Hurricane Irene, or defending the US from attack.

In the 2005 town meeting, 65% of voters in Burlington voted in favor of a resolution stating that “we support our soldiers in Iraq and believe the best way to support them is to bring them home now.” Similar resolutions were adopted by over 50 other towns in Vermont. Supporting our soldiers is one thing, and dropping bombs and firing missiles at other countries is another. A distinction is widely seen between supporting our Air National Guard engaging in local life-saving activities or sensible national defense and supporting a fighter/bomber, like the F-35, that is more for penetrating the air space of other countries, as in the Iraq war, and uselessly putting our soldiers in harms way, while depleting our treasury, and harming our democracy. We are not taken in by talk of jobs when so much harm to our soldiers, our economy, and our democracy from these illegal, immoral, and unjust wars is at stake.

A distinction is also widely seen between defending our country and supporting a fighter/bomber, like the F-35, that, if based here, would destroy our own houses, neighborhoods, and communities.

I fully agree with the Air Force statement in the draft EIS that the “no-action alternative”-*-not basing the F-35 in Burlington--*“would be the environmentally preferable alternative,” and demand that the Air Force act on that conclusion.

GO-1

I would urge you to pay close attention to the views of one of the highest ranking military officers in Vermont, retired Air Force Colonel Rosanne Greco, who, according to the *Burlington Free Press* served as a strategic planner for the Joint Chiefs of Staff at the Defense Department and is now Chair of the South Burlington City Council. Colonel Greco prepared the 17 page paper presenting the reasons the South Burlington City Council voted 4-1 to oppose the bed-down of the F-35A at the Burlington, Vermont Air Guard Station.

Colonel Greco’s paper states that, “as Councilors our primary concern is about the impacts on our environment and community and not on the mission of the military.” The paper

further states, "while economic development is an important consideration we question the notion that there should be economic development at any cost."

Colonel Greco's paper concludes by stating, "based on the data, South Burlington is not a good choice and it should not be the preferred choice for basing the F-35s." In its final line the paper states, "if we are not for South Burlington, who will be?"

7. Public opposition

Large numbers of people in Vermont, particularly including those in neighborhoods where houses will not be "compatible with residential living," are strongly against the F-35 basing in Vermont.

No one can be persuaded by monetary considerations who has taken into consideration the massive decline in home values they will experience, according to the numbers given in the Air Force draft EIS.

A long history of Vermonters going back to the Revolution, have pledged to fight for our freedom, our land, our houses, and our well being. Like John Paul Jones, many will join in saying they have not yet begun to fight. The legal, peaceful, and orderly campaign against basing the F-35 here is growing as word about the damaging consequences of the F-35 to our neighborhoods gets out. I urge you to show your respect for rule of, by, and for the people, and announce that the Air Force will not impose the F-35 on Burlington if thousands of people in its flight path whose houses will be designated as not compatible with residential use are opposed.

I respectfully urge the Air Force to implement the environmentally preferred no-action alternative declared in the EIS by the Air Force and not base the F-35 at Burlington International Airport.

I further urge the Air Force to provide a mission for the well-recognized Vermont Air National Guard that is compatible with the needs of Vermont and with continued habitation of its houses and neighborhoods.

If you have any questions please do not hesitate to call. Thank you very much.

Sincerely,



James Marc Leas

To Whom it May Concern,

I oppose the basing of F35's at Burlington International Airport because of the negative impact it would have on countless citizens who reside in communities that fall within the DNL line.

GO-1

Certainly the US Air Force has the financial capability to base these jets elsewhere. Citizens whose homes and financial futures are threatened by the statement "not considered suitable for residential use" do not have the monetary capability to relocate.

LU-1

Please also take into account the psychological impact of moving for those affected by this basing.

SO-4

I love my home and community and hope to live here for the rest of my life. I don't want to leave it for many personal reasons, aside from the financial challenges a move would pose. My husband and I are at the age where we're concerned about job security, retirement funding, helping children through college etc. relocating is not something we're desiring to do on a very emotional level....let alone financial. The Air Force can essentially do whatever it wants both financially and logistically – most of the citizens affected by this noise impact do not have the same options. This is my primary reason for opposing the jets – it will adversely affect families and entire communities. This is especially frustrating when we all know there are established bases elsewhere that are far better suited for such aircraft.

Sincerely,

Margaret H. Palombo

June 20, 2012

To Whom It May Concern,

GS-1

My name is Scott Pennington. I live in South Burlington and teach Physics & Astronomy at Essex High School. I am writing to say that I am strongly in favor of basing the new F-35s at the Burlington International Airport here in Vermont.

My primary reason for supporting this is because of the people of the Vermont Air Guard. They are amongst the best in the country; hardworking and dedicated.

My secondary reason for support is that technology improves over time. We need to adapt to this change. I believe we either move forward or we fall behind. I believe we need to move forward and support the basing of the F-35 aircraft in Burlington.

Sincerely,
Scott Pennington



June 19, 2012

Mr. Nicholas Germanos, HQ ACC/A7PS
 129 Andrews St., Suite 332
 Langley AFB, VA 23665-2269
 Re: South Burlington, Vermont, Planning Commission F-35A Basing Response

Dear Mr. Germanos,

First let us express our continued and strong support for the outstanding work and achievements of the Vermont Air National Guard. We very much appreciate all that they do for our community and country.

One of the primary charges and responsibilities of the South Burlington Planning Commission is achievement of the goals of the Comprehensive Plan for the City of South Burlington. The goals include: providing adequate affordable housing, preserving existing neighborhoods, air and water quality and our other natural resources, and maintaining overall quality of life for our residents.

As a result of the current basing of the F-16s and their noise level impact on the neighborhoods adjacent to the airport, South Burlington has experienced a significant loss of affordable single family housing. The DEIS report indicates even greater noise effects from the basing of the F-35A which will adversely affect significantly more homes and residents in our city. Under the current F-35A bed down proposal, up to 2,944 households will be considered unsuitable for residential use and the owners will be faced with challenges to sell, rent or remain in those homes.

LU-1

Increased noise from the F-35A basing would clearly compound our housing issues. The potential loss of almost 3,000 existing households that may very well be deemed incompatible with residential use is of great concern. We have consistently seen that builders are unable or unwilling to build smaller homes due to the extremely small profit margin for an "affordable" home. Furthermore, the areas most affected by the impact from the F-35s are some of the oldest and most diverse housing stock in the city. We are concerned with a loss of neighborhoods in close proximity to and in support of South Burlington public transportation, retail and local schools. These neighborhoods provide a broad spectrum and range of housing options that support a lively and diverse community important to our city and supported by our Comprehensive Plan's goals.

SO-20

Without assurance that these neighborhoods will not be adversely impacted, we cannot support the proposed F-35A bedding at Burlington International Airport.

GO-1

Respectfully submitted,

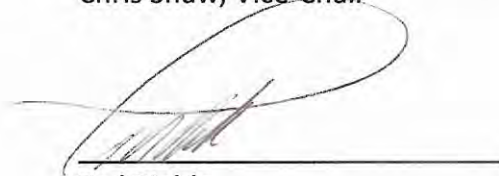


Tim Duff, Chair

Chris Shaw, Vice-Chair



Jessica Louisos, Clerk

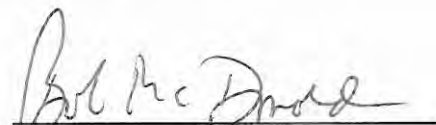


Ted Riehle



Barbara Benton

Chris Cole



Bob McDonald

June 8, 2012

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2769

Dear Mr. Germanos:

I am writing to express my opposition to the proposed bed-down of F-35As at Burlington International Airport in Vermont. The Air Guard base is located in the most densely populated area of the state. It is surrounded by residential zones, city centers, schools, and medical offices that are already negatively impacted by the F-16s, and according to the draft EIS, the number of affected residents could increase by 1,820 (scenario 1) to 2863 (scenario 2) people, for a total of up to 6,675 affected residents. There would be “unavoidable adverse impacts” not only for noise but also land use and environmental justice for both Burlington AGS scenarios. This is not the case with any of the other proposed sites, and I and many are concerned that civilian and environmental interests are being dismissed during the selection process. How did the Burlington Air Guard Station become one of two preferred sites? What justifies the resulting economic hardship for thousands of homeowners and, as a secondary result, cities and towns since they will be receiving less in property taxes as home values decline?

GO-1

LU-1
EJ-3

PA-4

I and many people in South Burlington bought their house when the F-16s were not flying with external fuel tanks. Economically speaking, we were not affected by the home devaluation due to noise (within the 65 DNL contour). Since 2005, when the external fuel tanks were added, Burlington AGS pilots have been taking off with use of afterburners, and (according to the DEIS) this increase in decibel level expanded the 65 DNL envelope several blocks outward and engulfed hundreds more homes in South Burlington, ours included (and up to 1,578 homes overall). Why was this done without an environmental analysis with opportunity for public comment? How does the Air Force justify this economic “taking,” so to speak? According to the draft EIS, affected homeowners whose properties fall within the 65 DNL are not able to sell or rent their homes without including a clause in the contract that states that the house falls within a zone that is incompatible with residential zoning; and prospective buyers cannot obtain a federal loan in order to purchase their homes. Were the F-35A to be based here, this would be the case for 2,516 to 2,944 households overall.

SO-18

Furthermore, were the F-35As to be stationed here, what guarantee exists that the 65 DNL line would not expand further outward than forecast in the DEIS, just as it has done since 2005 (again without opportunity for public comment)? Why are the limited airfield and runway not seen as a handicap at the Burlington AGS? Why does this decision dismiss established evidence that aircraft noise is detrimental to residential and outdoor working populations surrounding the base, including the most vulnerable, our children? Warrior Weekends and week-long training operations especially subject surrounding neighborhoods to excessive, indeed dangerously high decibel levels and structural damage

PA-6

PA-4

NS-4

in homes (cracks and fissures). But daily sorties (5,486 to 7,296 per year for scenarios 1 and 2 respectively) have a cumulative effect, as the noise contour maps indicate. Additionally, South Burlington, VT has a celebrated public school system. Why would the Air Force choose to subject at least one of our three public elementary schools (and other schools here and in Winooski, VT) to noise levels found to be detrimental to children's learning? This is the case for both children who live around the base but also those who attend the affected schools but live elsewhere (both traditionally scheduled times for Air Guard sorties fall within the school day). Why, if the mission requires basing of the F-35A in the Northeast, is no consideration given to establishing a new site for the 158th Fighter Wing? Residential zones are not compatible with noise levels above 65 DNL. Agricultural land is compatible with aircraft noise, and there are many "compatible" sites for the Air Guard Station in Vermont. Again, why base this aircraft in the most densely populated area of the state? Ethan Allen Air Force base was closed in 1960. It is unconscionable that the Air Force would choose in essence to reinstate an Air Force base here now when residential populations have completely surrounded the airfield. Hill AFB, the other preferred alternative, seems to be all around better suited for this type of mission.

NS-4

EJ-2

PA-5

And not only private homeowners would be affected here in the Burlington AGS alternative. I and my family live four blocks away from South Burlington's City Center (less than one mile from Burlington International Airport) which is slated to be redeveloped in the coming years as a walkable, bikable part of our City, with parks and restaurants with terrace seating. Were all of these nearby households (and indeed longtime established neighborhoods — since the closing of Ethan Allen AFB) to be affected, who would be left to walk to our City Center and contribute to the economic vitality of our City? The same questions are being asked in our neighboring city of Winooski. Is the Air Force going to study the economic impacts on the City of South Burlington and Winooski (and perhaps even Williston, Burlington, and Colchester) before making their final decision?

SO-4

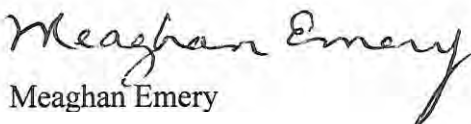
SO-16

Many of us living here feel that this is a case of David fighting the giant Goliath. Sadly, so many of our neighbors are feeling too hopeless and demoralized to even speak out. For many substantive reasons, they believe that the process has been unfair. They also believe that it is a "done deal," especially now that Major General Michael Dubie has been named Deputy Commander of Northcom. Will the U.S. Air Force give due weight to the public's comments and concerns? Will the U.S. Air Force, of whom we are so proud, exercise good common sense and humane judgment that respects the livelihoods and wellbeing of thousands of civilians, including children who cannot speak up for themselves?

PI-3

Thank you for your consideration of my comments and questions.

Sincerely yours,


Meaghan Emery

cc: Senators Patrick Leahy and Bernie Sanders and Representative Peter Welch

M860

Subject: opposing the F-35s in Burlington, VT

From: Paul Rabidoux

To:

Date: Tuesday, June 12, 2012 11:16 AM

F-35 planes will harm Winooski

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate our property values and the life quality of the residents. If we choose to remain in our homes, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing it's downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center filled with young families. And if the planes must come here, please compensate us for our deflated property values so that we can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Paul Rabidoux

I am a life-long resident of Winooski. I love the city and have a great deal of pride in what has been accomplished in our community over the years. I would like our quality of life to continue and improve. I am opposed to the plan to locate the F35 fighters at BTV.

M861

Subject: opposing the F-35s in Burlington, VT
From: Karen Lloyd
To:
Date: Tuesday, June 12, 2012 1:44 PM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing it's downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Karen Lloyd

As a resident and homeowner of the city of Winooski, I am deeply concerned about the F35A being based in South Burlington. I have been an active volunteer on several boards in my community and neighborhood. Please do not choose South Burlington as a site as it will devastate an entire city and adversely affect thousands of people, many of whom are new Americans, minorities, senior citizens,

M861

low income Vermonters and young people just trying to get their start after high school or college. I implore you to examine the detrimental effects the F35s would have on thousands of lives...

6/19/2012

HQ ACC/A7PS
United States Air Force
129 Andrews Street Suite 337
Langley Air Force Base, Virginia

ATTN: Nick Germanos

GS-1

Mr. Germanos

As a resident of the city of South Burlington, Vermont, I am writing to express my support for basing the F-35A here at Burlington International Airport. Upon reviewing the Draft Environmental Impact Study (DEIS) I feel that the overall impact to the local environment to be negligible when considering the history of growth here in Chittenden County. The airport has continued to expand over the past few decades and civilian air traffic has seen a steady increase. I have no reason to believe it will not continue to do so. Replacing the aging F-16 fleet with the newer, cleaner, and safer aircraft is the only sensible solution.

I don't see property values dropping in all cases like the nay-sayers would have everyone believe. South Burlington did not see any effects of the housing bubble popping like the rest of the nation did. Properties unsuitable for residential use near the airport will undoubtedly become commercial properties which will draw its own property tax so I think the "lost revenues" argument is without merit.

No area in Vermont is prepared to lose over 1000 part time jobs and 400 full-time jobs. I think the impact on the economic climate here would be devastating if the F-35 did not come here and the Air Guard presence shrank considerably or went away altogether as a result. It would be even worse if the surrounding communities had to foot the bill to stand up a new fire department for the airport.

I also think the noise issue is being heavily overstated. The six minutes a day or so some residents may experience will not destroy anyone's quality of life or physical health as the South Burlington City Council would have you believe.

I also want to state that I feel the South Burlington City Council is a rogue entity who are acting on their own passions and not acting as the voice of the majority as elected officials are expected to. The most certainly do not speak for me.

Thank you for your consideration in this matter. Again, South Burlington, Vermont wants the F-35A. South Burlington, Vermont NEEDS the F-35A.



Richard S. Kelley, Jr.

M863

Subject: opposing the F-35s in Burlington, VT**From:** Kathy Barbeau**To:****Date:** Wednesday, June 13, 2012 11:30 AM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing its downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Kathy Barbeau

I must say I was all for having the F35's in our area until I read more on how it will definitely destroy property value, HUD and several other programs in the City. I am disabled and live in Winooski. I would not be able to live in Winooski if HUD should lose the Subsidize program. I need that program. So, I must oppose having the F35's. Winooski needs to continue to grow. I grew up here and don't want to leave. Thank you.

I would like to thank the Air force for taking public comment.

Taking a look at the 65DNL maps for Burlington and Hill AFB, it becomes immediately apparent that there will be far less of an impact on the civilian populous by placing the F35's at Hill AFB.

Most of the 65DNL line is contained within the grounds of Hill AFB, while at Burlington International, it greatly expands into several civilian neighborhoods.

The definition of "that line" is a game changer:

"Incompatible for residential purposes due to noise" now encompasses all of the Chamberlin Neighborhood, part of Mayfair Park, the RT2 Business District of South Burlington, south of the runway out to RT2A, along with a residential section of Williston,	LU-1
and what appears to be half of Winooski, most notably the newly renovated Town Center.	LU-2

Due to this much disruption to the civilian population, I strongly oppose having the F35's based here, and urge you to bed them down at Hill AFB.	GO-1
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Why was this issue of home values, or even the inability to sell a home not addressed in the EIS? Why is there no compensation offered? It appears you are balancing your budget on my back, and that is so not fair, nor honorable.	SO-1
	SO-9

BTV, at this time, is done with Part 150 home buying and these Air Force missions, in the most densely populated region of the state, greatly expanded the DNL line, and all it took was a "change of mission" to do so.

I know I moved near an airport, but did not bargain on owning a toxic asset!

This is one area of the country that did not experience the real estate bubble, and you know the effect that had on the national economy, but now that line has placed me in a similar position.

If you absolutely have to place these jets here, I urge you step up and build another runway 20 -30 miles away, where the impact will be far less. These jets are untested	PA-5
regarding safety, what are you going to do when one crashes and wipes out half of Winooski?	SA-1

You moved flight Ops at Valparaiso, why not here? If not Bed them down at Hill.

Thank you,

Gene Palombo, South Burlington, Vermont

June 18, 2012

Mr. Nick Germanos
 HQACC/A7PS
 129 Andrew Street, Suite 337
 Langley AFB, VA 23665-2769

Mr. Germanos,

I am a realtor with ReMax North Professionals and a Winooski Vermont resident and homeowner. Let me start by saying that I deeply admire the work of our men and women in the Armed Forces. I am in awe of the courage and selflessness that is required to serve.

Please allow me to share my thoughts regarding the real estate implications of the proposal to bring the F35A to the Burlington International Airport. All of my references come from the Air Force Draft Environmental Impact Statement and the Housing Urban Developments website concerning Acceptability standards related to the impact of noise.

Like many residents in Winooski, I purchased my home understanding that I lived in a flight path and that the military routinely tests its aircraft overhead.

What upsets me most is not the noise, but the following designations as defined in the Environmental Impact Statement: “unacceptable noise zone”, an “accident potential zone” or an “area not compatible with residential life”. This relates to the areas that will experience 65-85db DNL, as per the EIS. This affects at least half of Winooski...but also the other neighboring towns.

SO-18

According to the EIS Section C2.7 Noise Effects on Property Values, “Property within a noise zone (or Accident Potential Zone) may be affected by the availability of federally guaranteed loans. According to U.S. Department of Housing and Urban Development (HUD), Federal Housing Administration (FHA) and Veterans Administration (VA), sites are acceptable for program assistance subsidy or insurance in noise zones of less than 65 dB DNL, and sites are conditionally acceptable with special approvals and noise attenuation in noise zones greater than 65 db DNL.”

I would like more clarification about what would make a home “conditionally acceptable” and what kind of “special approvals would be necessary”. Also, would we now be in an “Accident Potential Zone”?

SO-20
 GO-1

I really can't stress enough the importance of FHA and VA loans for the overall health of the real estate market.

FHA and VA loans are used by first-time buyers and Veterans who do not have 20% to put down as a down payment. For borrowers that do not have large savings, the federal government makes a guarantee to the banks that if the borrower defaults on their loan,

they will pick up the slack. This provides that banks the assurance necessary to free up lines of credit to certain first time borrowers and veterans.

A lender that I work with tells me that about 25% of the loans she writes are FHA loans. That's not an insignificant figure. If these loans become difficult or impossible to obtain, I would like to know what other type of mortgage alternatives would become available?

According to the Northwestern Vermont Board of Realtors' Multiple Listing Service:

- The average sale price of a home in Chittenden County is \$311K
- The average sale price of a home in Burlington is \$300K
- The average sale price of a home in Winooski is \$185K

Winooski has one of the lowest average sales prices in the county. This makes it a uniquely desirable and feasible option for so many people who couldn't otherwise afford a home locally. If the F35s bed down in Burlington, it will be difficult for certain first time home buyers and veterans to get a mortgage in our community. Likewise, it will be difficult for many people to sell their home in Winooski, which could lead to economic hardships for those who suffer a loss of equity in their greatest investment.

SO-18

Burlington, our neighbor to the west and also the economic engine of our state, will be directly impacted if there are challenges for people looking to buy or sell Real Estate in Winooski. There is already a shortage of affordable housing in Burlington and people looking to live in a vibrant walkable community will have fewer options.

SO-20

I urge you to consider placing the F35a at another facility, one that will not have as much negative impact on the surrounding communities.

GO-1

Sincerely,



Dan Cypress

M866

Subject: opposing the F-35s in Burlington, VT

From: Janet Kane Farrell

To:

Date: Tuesday, June 12, 2012 9:40 AM

F-35 planes will harm Winooski

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate our property values and the life quality of the residents. If we choose to remain in our homes, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing it's downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center filled with young families. And if the planes must come here, please compensate us for our deflated property values so that we can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Janet Kane Farrell

I am appalled that my good, neighborly living will be destroyed by my own government.

Mr. Nicholas Germanos, HQACC/A7PS
 129 Andrews St. Suite 332
 Langley AFB, VA 23665-2269

June 20, 2012

Dear Mr. Germanos,

These are my comments on the Draft United States Air Force F35-A operational basing environmental impact statement (DEIS) as it applies to the Burlington VT airport and the towns and cities that surround it.

I have several questions.

- | | |
|---|----------------------|
| 1. How can the Air Force even do a draft EIS if the final configuration of the F 35 A has not been established and operational airplanes are not available to establish the appropriate sound level contours? | PA-13 |
| 2. What is the reasoning behind having an incompletely tested, potentially accident prone airplane based in a commercial airport in the middle of Vermont's most urban area? | SA-1 |
| 3. Wouldn't it be better to base and test such an airplane on a large military reservation, where the potential serious consequences of a crash would be much less? | |
| 4. Why would the Air Force even consider basing the F35-A at Burlington where the increased noise would make so many homes un-inhabitable , would decrease the value of many others, and where the Air Force has no plans or ability to pick up the check for this major expense to others? | LU-1
SO-1
SO-9 |

I would appreciate answers to my questions.

Respectfully yours,



Bud Etherton Ph. D.

Dear Mr. Nicholas Germanos,

The F-35 Draft Environmental Statement does not provide enough information to allow citizens, municipalities, and residents of effected municipalities here in Vermont to understand the impact a beddown of 18 or 24 F-35 would have on property values, noise annoyance, health and safety risks.

More information is needed, and more time is needed for people to review, understand and comment on the information. The Air Force should make no decision on where the F-35 will be based until all questions are answered. Given that the F-35 schedule is ten years behind schedule as it is, and no planes will beddown before 2015, I request that a decision not be made until November 2013.

PI-7

Page 3-29 for example states that: **[At] publication of this EIS, there have not been enough flight hours to accurately depict the specific safety record for this new aircraft. Therefore, the analysis used similar fighter aircraft safety records. Mishaps analysis was based on that fighter aircraft to draw operational history.**

The EIS does not, however, define or identify the "similar aircraft" so that we can evaluate the safety. We should be provided with this informaiton.

SA-10

The EIS does not detail how many children are living within the 65 dB DNL incompatibility zone. There is clear evidence that sound this loud can adversely effect children's hearing, yet the study does not indicate how many children might be effected.

EJ-2

Residents of Burlington, South Burlington, and Winooski should understand where the 55 dB DNL contour line is given that the: **USEPA [US Environmental Protection Agency] Levels Document (USEPA 1974) identified DNL of 55 dB as "...requisite to protect public health and welfare with an adequate margin of safety," it is commonly assumed that 55 dB should be adopted as a criterion for community noise analysis.** (C-20)

NS-58

As we have not been provided with the 55dB DNL contour, we cannot evaluate the true level of public health these planes will aversely effect.

Thanks for your consideration.



Pike Porter

June 19, 2012

HQ ACC/A7PS

129 Andrews Street, Suite 337

Langley Air Force Base, Virginia 23665-2769

Attn: Mr. Nick Germanos

Dear Mr. Germanos:

As residents of Winooski, Vermont, we are writing to **oppose** the Air Force decision to base the F-35s at the Burlington International Airport in South Burlington, Vermont.

GO-1

The DEIS states, this area would be affected by “noise, safety, climate change, air quality, socioeconomics, land use, environmental justice and the protection of children and transportation.” This is not the type of environment we want for our City and surrounding communities. These planes do **not** belong in a densely populated area, such as ours.

Our City has a lot to lose if the Air Force bases the F-35s here. Recently, when I walk around my neighborhood, I feel sad to think that everyone’s beautiful homes and yards will not be worth the present value of their home if the F-35s are allowed here. In addition to the decrease in home property values, our new renaissance downtown area will be affected as well. Who will want to purchase our homes or the the condos, apartments, and stores in the new downtown area with an increase in noise from the F-35s and a decrease in property values? Most devastating to all of us in Winooski is that property values will be drastically reduced.

SO-1

LU-2

It is extremely upsetting to think that the “noise area,” which includes all or most of the City will be designated by the federal government as “not considered suitable for residential use.” For most of us, our home is our only investment. If these planes were located in your town, would you want to see the value of your home decrease? We need our home equity! No one, including us, would ever purchase a home in an area that was designated as “not suitable for residential use.” Would you?

LU-1

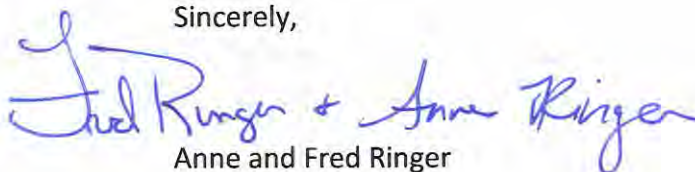
All the schools in our City would be affected by the increase in noise levels from the F-35s. The DEIS states “little research has been done on the effects of the noise on children and the noise may affect learning, cognitive abilities, and physiological changes.” Our children deserve a better environment than this.

EJ-2

We are asking the Air Force to place the F-35s in another state—**NOT VERMONT**, as they do not belong in a densely populated area. Our opinions in **opposition** are echoed with all our community. The cities of South Burlington and Winooski, Vermont have sent in statements to the Air Force **opposing** the F-35s in Vermont. Please hear and honor our request to locate them in another state. Vermont is a small state, and our communities have a lot to lose if these planes are based here.

Thank you for not basing the F-35s in Vermont!

Sincerely,



Handwritten signature of Anne and Fred Ringer in blue ink.

Anne and Fred Ringer

M870

Subject: opposing the F-35s in Burlington, VT

From: Emilie Riddle

To:

Date: Tuesday, June 12, 2012 12:41 PM

F-35 planes will harm Winooski

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate our property values and the life quality of the residents. If we choose to remain in our homes, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing it's downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center filled with young families. And if the planes must come here, please compensate us for our deflated property values so that we can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Emilie Riddle

My husband and I purchased our house six years ago, at the top of the market. Even though the housing market crashed, we have continued to pour our hard-earned money, as well as our hearts, souls and all our free time into our little house and lovely yard. Please don't destroy my little community and everything I've worked so hard for, by making my town "unfit for residential use." I hope to raise a family here, and do not want my children subjected to the health hazards associated

with F-35s. Please find a site for the F-35s that won't destroy a community that is has struggled (successfully) to redefine itself as a great place to live.

Nick Germanos ACC/A7PS
120 Andrews St. Suite 337
Langley AFB, VA 23665-2769

Raymond A. Holme

June 15, 2012

GO-1

Please do not allow low flying military airplanes to use the sky of western Maine for regular training exercises.

Three generations of my family live here and we love this region for its pristine beauty, natural environment and quiet peace. Serving on various boards and committees within our local government, I have come to realize firsthand how much our community values the peaceful character of our setting. Our quiet surroundings are not just a benefit of living here, they are one of the most important aspects of the driving force in our economy: tourism.

While I understand and appreciate the need for the military to test planes and train pilots, I fear the affect of these low flying aircraft will greatly impact our lives and the economic vitality of the whole area, which is already struggling.

I sincerely hope you will take these concerns into consideration.



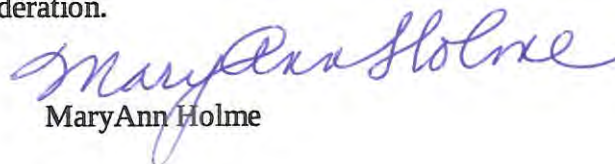
Ray Holme



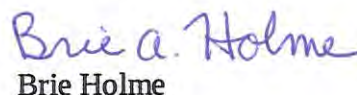
Lars Holme



Colin Holme



MaryAnn Holme



Brie a. Holme

19 June 2012

Mr. Nicholas Germanos
HQ ACC/A7PS
1129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

GS-1

Dear Mr. Germanos,

I am writing in support of the basing F-35s at the Vermont Air National Guard in So. Burlington, Vermont. As a member of the VTANG, I write this more from the context of a concerned citizen. I have studied the arguments for and against the basing of the F-35s in Vermont, and have concluded the benefits greatly outweigh the negatives. Since this letter is in response to the EIS conducted at Burlington I would like to share how I came to my conclusions.

Those against basing the F-35 here point out the number of households affected by the 65 DNL line go up, as you know the EIS clearly states this. They will also claim that those buildings and residences within the 65dnl db boundary are uninhabitable, "unsuitable for residential use" and would have to be torn down. I have researched the FICUN (Federal Interagency Committee for Urban Noise) and the noise levels and restrictions that are outlined within their regulations, 75 dnl db is the limit for residential use. Any claims that schools, churches, and residences would have to be torn down are simply untrue.

The South Burlington City Council, the same city that the guard base and airport are located, has sent a letter to you opposing the bed-down of the F-35. They have cited several areas within the EIS where they have concerns/comments. Rather than wait for an answer to those questions, they have submitted their ruling, opposing the bed-down.

What the council, or local media does not cover is the overwhelming support the F-35 and VTANG has garnered. After their hasty decision, the council was provided a petition with over 1700 signatures in support of the bed-down, and requesting that they reconsider their decision. They still have yet to respond.

Another point the council and those against the basing of the F-35 in Burlington fail to mention is that the city has already started to buy homes within the 70dnl db contour boundary. Submitting through the FAA and the Noise Compatibility Program that federal funds be used to purchase homes within the 70dnl db contour line, this measure allows the city use federal funds to purchase homes and save on overall costs associated with a multi-year airport expansion process. Those against the proposal claim that it is the F-35 program and military that has already started to purchase these homes and are responsible for displacing residents, simply not true, reference the 2008 Part 150 agreement between the FAA and the City of Burlington.

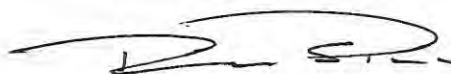
I do believe that the EIS clearly points to minimal number of receptors affected by either scenario. The EIS points to a number of other areas in which the basing of F-35s in Burlington either have no or a negligible effect on the environment. I think the small increase in noise levels do not outweigh the positive aspects of basing the F-35 in Burlington, Vt..

I believe the economic benefits greatly outweigh the negatives, with 400 full-time/700 part-time and an annual payroll of \$53million the VTANG contributes enormously to this economy. The Guard plays a very positive role in the region with their contributions to local schools, local boards, and volunteer organizations.

People claim that housing prices will plummet in the region with the increased noise levels. I am frightened to see what the housing prices do when you remove 1100 jobs from the community.

I strongly support the Vermont Air National Guard and welcome the F-35s to Vermont to continue the very proud tradition that the Air Guard began here in 1946. I look forward to continuing this tradition for many decades to come.

Sincerely,



Major Robert S. Peel
VTANG

June 19, 2012
HQ ACC/A7PS
129 Andrews St.
Suite 337
Langley Air Force Base
Virginia, 233665-2769
Attn: Mr. Nick Gremanos

GS-1

Dear Sir;

I am writing this letter to you to support the F-35-A aircraft to be deployed to the Vermont Air National Guard Base in the State of Vermont.

Despite the many demonstrations and City Council meeting sit- ins I certainly believe that those whom are protesting the noise and that they are certain will upset the way of life here in the City of Winooski have on regard of just what the sound of freedom is.

I am a former United States Air Force member. I served during the Vietnam conflict and can tell you when I hear the sound of the F-4's overhead I knew that I was being looked after. In fact because of them I can honestly say that I am here today to be able to write this letter to you.

Not only as a military member and veteran, I lived my life here in the City of Winooski from 1954 until present. The only time away was to serve my country. While living here we have had the F-89, F102's, F-4's F-16's. I also was employed as a civilian Crash Fire Rescue with the Vermont Air National Guard for 15 years. As far as I can tell I am not in any health distress nor have suffered any other physical issues because of the military aircraft. Nor have any of my other siblings suffered any ill or side effects.

My current job is the Fire Chief/Fire Marshal for the City of Winooski. I have been working for the city for the past 12 years. From what I see and here on the street there are only a very small group who are trying to stop the F-35 from coming here. The most of them are transplants if you will from other states and the big cities. Most of which have not lived here long enough to understand just what having the military base here with the aircraft supporting a very large part of the surrounding communities.

In closing once again I support the deployment of the F-35 A to Vermont. For me every time a military aircraft takes off or lands here I feel that much more protected. Let us not forget the very tragic day of September 11 when we were so brutally attack and if I remember correctly part of the first military aircraft that were first in the air over New York City were the F-16's from the Vermont Air National Guard. My thanks to all of them and what a great feeling of pride because they were here and ready to defend.

Sincerely



David R. Bergeron

Mike Simpson

June 18, 2012

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-276

Dear Mr. Germanos:

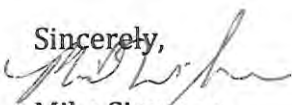
I oppose the F-35 beddown at Burlington International Airport in South Burlington. As a homeowner in the adjacent Chamberlain neighborhood, I am concerned about the increased noise levels adversely affecting my families' quality of life, our property value and ability to sell our home in the future. Please consider our situation when making your final decision.

GO-1

NS-45

SO-1

Sincerely,



Mike Simpson

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2769

Mr. Germanos,

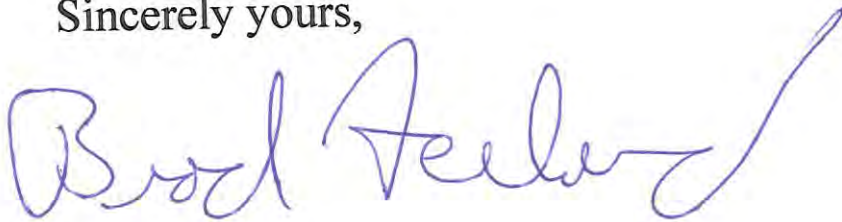
GS-1

Please accept this letter in support of the F-35s basing in
Burlington, Vermont.

There is overwhelming community and State support in favor of
the F-35s and the Vermont Air National Guard.

We welcome the F-35s!!!

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Brad Ferland", with a long, sweeping flourish extending from the end.

Brad Ferland

Redstone

Brokerage Services
Development
Property Management
Construction

May 15, 2012

Mr. Nicholas Germanos
HQ ACC/A7PS
1129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

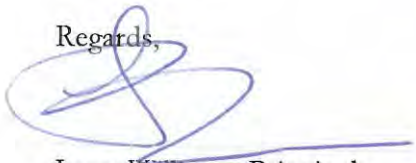
GS-1

I write this letter in support of basing the F-35s with the Vermont Air National Guard.

We are planning to break ground on a 60+ unit luxury apartment complex in Winooski, Vermont this summer. As a part of our due diligence we interviewed existing property owners/residents of the Cascades Condominium project which is immediately adjoining our proposed project. We are both in the noise boundary contour which will be increasing from 65 to 70 Db. Most respondents indicated that while jet noise was significant, the short durations of noise made it tolerable. My understanding is that the average person would not be able to discern the 5 Db difference in noise levels.

Accordingly, we are planning to proceed with a major investment in the continued revitalization of Downtown Winooski. We are of the opinion that, on balance, the sustainability and vitality of Winooski's Downtown is better served with the F-35 project, than without.

Regards,



Larry Williams, Principal
Redstone Commercial Group

Robert Mann

June 18 2012

Mrs. Kathleen Ferguson- SAF-I EI
1665 Air Force Pentagon
Washington, D.C. 20330 - 1665

GO-1

Dear Ms Ferguson,

For the record, I want it to be known that I (with my spouse) STRONGLY OPPOSE the beddown of the F-35 fighter/bomber in the metropolitan Burlington/South Burlington area. This is absurd! Burlington is a highly populated area, very similar in density to Fairfax County in Virginia, of which I am familiar. There are no forests, vast farmlands or deserts here. This is an urban setting. Our quality of life and environment is already visibly deteriorating from the overflights of the F-16s when they thunder overhead.

I suspect that the powers mostly pushing the F-35 to be bedded down here are the ego-driven top brass of the Vermont Air National Guard supported by the very small (but very vocal and united) local commercial class who in their own self-interest put potential profits before the environment, as they have time and again on other issues.

It is certainly not our local government nor the vast majority of the citizens here, and believe me, this issue is raising a huge black eye for the image of the U.S. Air Force here.

The Big Question must be asked: Who is the enemy?? Canada??

We KNOW who the enemy is, where they are, and how to get them. NOT with prohibitively expensive and already obsolete F-35s, but with DRONES.

The current jet-jockey noiseboys are not appreciated here. We don't feel "protected" by them. Instead, we feel enslaved.....by the huge and mostly unnecessary military budgets we taxpayers are burdened with year after year.

Thank you for taking your time to read this message.

Sincerely,



Robert W. Mann, Jr.

M878

Subject: opposing the F-35s in Burlington, VT**From:** Megan Moir**To:****Date:** Sunday, June 17, 2012 9:28 PM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing its downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Megan Moir

As a resident and a City Councilor I ask that you reconsider your current selection of Burlington as a "preferred" location. Winooski's environment, quality of life, and possible economic stability will be disproportionately impacted.



BURLINGTON INTERNATIONAL AIRPORT

June 11, 2012

Mr. Nicholas Germanos
 HQ ACC/A7PS
 129 Andrews Street, Suite 337
 Langley AFB, VA 23665-2769

GS-1

RE: Draft EIS for basing of F35 aircraft at Burlington International Airport

Dear Mr. Germanos,

The City of Burlington members of the Board of Airport Commissioners would like to go on record indicating our strong support for the operational basing of F-35 aircraft at Burlington International Airport. The Green Mountain Boys (GMB) has been an important partner at the Airport since 1946 and we recognize the significant economic contribution, and the important security role that the Guard provides, to the region and North America. It is a particularly significant contribution as we work together at this joint military-civilian airport. We count on the GMB as the primary provider of Crash Fire Rescue services to the commercial aircraft operations at Burlington which represents a \$2.5 million contribution to the airport. This is a considerable savings over what it would cost if we had to provide an equivalent level of service as is mandated by the FAA.

The partnership with the GMB is very important for us to continue. We are well aware that they contribute an large number of jobs along with associated salaries and contract services which is significant to the economy of this region. In addition, the contributions by members of the Guard to local communities in volunteer services and through participation in civic activities is important to the social framework of northern Vermont.

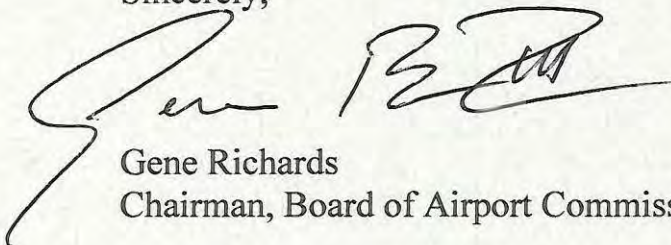
We do feel that it is important to acknowledge community concerns over noise created by the F35 aircraft. The EIS indicates that there will be less noise in the South Burlington area but more noise in the Winooski flight departure zone. We also understand that the amount of noise generated may be less than from other aircraft that have operated from BTV in the past, such as the F-16, the F-4 and the F-102. The Guard, the Airport, and the

communities will need to work together to understand the noise impacts and to determine ways to reduce these impacts through education, cooperation, operational and mitigation measures. Recently, the Guard and the Airport initiated action to create a Community Relations Committee as a proactive measure to help address these issues.

The role of the Green Mountain Boys as protector of the skies in the northeastern part of the U.S. is well known and their participation in securing airspace over this portion of the nation after 9-11 is legendary. It could not be matched in any other way due to the proximity of the BTV facility to major metropolitan areas and the nation's capitol. We applaud their actions on that fateful day.

As stated in the beginning of this letter, we support the upgrade of the Vermont Air National Guard aircraft to the latest technology and believe they are the ideal selection for basing of the new F-35 aircraft. They have the skilled manpower, the enthusiasm, and the attitude to provide the services necessary to satisfy the US mission relative to maintaining security of the skies.

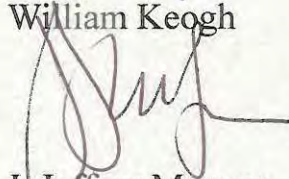
Sincerely,



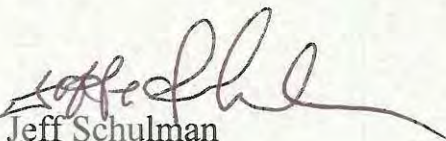
Gene Richards
Chairman, Board of Airport Commissioners



William Keogh



J. Jeffrey Munger



Jeff Schulman

June 17, 2012

Dear *Mr. Germanos,*

I am writing to express my strong opposition to the bedding of F35's at the Burlington International Airport in South Burlington, Vermont.

GO-1

As a long time resident, since 1969, I wish to point out that this is a densely populated area and it is not safe for a relatively untried airplane to be used in this environment. If there were to be an accident, as has happened recently in a neighboring state, the results would be horrific as there is not an unpopulated area near the airport where a plane could crash without civilian casualties.

SA-1

The price of the airplane, at a time when local budgets are being cut, is also a great concern, considering that the plane has also been said to be obsolete even before its production. The future is in drone aircraft, not F35's. Considering that this is an extremely lucrative contract for the manufacturers of the F35, it would seem that the most benefit will be to the company and the CEO's, not the citizens of the state of Vermont. Therefore, this is a huge waste of the taxpayers money and should not be approved!

As for the implications to the economy, which were greatly exaggerated at the meeting, what about the lack of affordable housing that is being continually reduced in this neighborhood? Many of the jobs are those of part-time military personnel, who would not be jobless without the income. In addition, many of the jobs that are being touted to the public will not be for citizens of Vermont, but rather will be for workers imported from other states. Even if jobs were a large factor, another industry could be put into the space that is now the airport and the economy of Vermont would still be strong.

SO-20

SO-5

The environment of the state of Vermont is of high concern to all Vermonters, though it is said that these planes will pollute less than the other planes, the best way would be to get rid of all of these airplanes and to make this a strictly commercial airport. In addition, the noise pollution would make the neighborhood unbearable for much of the population, especially for the young children learning at Chamberlain School or for the more sensitive ears of elderly people. We have to think of the entire population.

EJ-2

NS-3

I am a voter who has voted for all of you in the past, I strongly urge you to reconsider your position on the F35's and realize what will be a devastating blow to South Burlington, Winooski, and surrounding areas without benefit. In short, it will be the death of the neighborhood and I am displeased that you support it.

Sincerely,

Eva Diner

(Mrs.) Eva M. Diner

Nicholas Germanos, HQ ACC/ATPS
129 Andrews St, Ste 332
Langley AFB, VA 23665-2769

6-19-12.

RE: F-35 in Burlington, VT

Dear Mr. Germanos,

The community surrounding BTV that would be affected by the F-35 coming to BTV are blue collar homes, avg. income \$56K/family. They work v. hard to pay for their modest homes that are much more expensive in Vermont than the avg. home in the U.S. (\$250K). The EIS says that 1100 homes would be added to the >65dB area surrounding the airport if the F35 came here. Studies show this would lower our house values by 20% (\$50K). We would have to postpone our retirement by an additional 10 years. Please think about how 1100 families would be affected financially before locating the F-35 here.

Sincerely,

Mark E. Williams, MA, family counselor.

Mr. Nicholas Germanos, HQ ACC/A7PS
 129 Andrews St. Suite 332
 Langley AFB, VA 23665-2269

June 18, 2012

Dear Mr. Germanos:

This letter is about the proposed basing of the F-35 in Burlington, Vermont. I am strongly opposed to having that happen, and I would like to ask you the following questions:

GO-1

Is the Air Force aware that the plane would be based in a densely populated area? The question of safety is a major one. A new plane like this has a higher accident rate than a plane that has been more thoroughly tested. Why would the Air Force choose to put so many people in jeopardy in case of accident?

SA-1

Why would the Air Force site this plane in an area where the noise factor would so drastically affect the quality of life of thousands of people? The large area affected would include schools, places of business, and several thousand homes.

NS-45

Is the Air Force aware that one of the most serious problems here is the lack of affordable houses? Were those who selected this site aware that the area affected would be right in the heart of the most affordable houses? These are not slums. They are nice single family houses and apartments in South Burlington and Winooski that are not only affordable, but are also close to where people work and can often take advantage of public transportation, which is another very timely issue, as gas prices rise higher and higher

SO-20

Did the Air Force take into consideration the fact that several thousand of these home would fall into an area that would then be considered by the government "not suitable for residential use?" There is no plan or program in place to reimburse the owners of these homes. Prospective buyers would not want to live under these conditions, and in any case, would not be able to get a mortgage in such a compromised neighborhood. Not only would a family lose their home, but also the equity they had built up in it. What an unbelievable situation. And in America!

LU-1


SO-9

SO-18

SO-1

I would very much appreciate a thoughtful reply to my letter.

Sincerely,


 Alison Etherton

Peter S. Erly, Esa.

June 19, 2012

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2769

Re: F-35s at Burlington Airport

GS-1

Dear Mr. Germanos:

This letter is to express my strong personal support for the location of F-35s at the Vermont Air National Guard Base in Burlington, Vermont. Often, worthwhile projects in Vermont, like this one, become the target of a vocal minority expressing ill-informed and unfounded views. I am confident that a substantial majority of local residents strongly support this project as do I. As the managing partner of a law firm with 45 employees in Burlington, we value the economic contributions made by this installation and welcome a continued strong relationship with the Air National Guard.

Very truly yours,



Peter S. Erly

PSE:smh

June 17, 2012

Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Dear Mr. Germanos,

I am writing to offer commentary on the F-35A Draft Operational Basing Environmental Impact Statement (DEIS) for the basing in South Burlington, Vermont at Burlington International Airport. I oppose this deployment and request that the Air Force base these planes elsewhere. The environmental impacts are just too great for the community to bear.

GO-1

My reasons are both professional and personal, as follows:

As a member of the South Burlington Development Review Board, I review applications for housing and building construction. Affordable housing in Chittenden County is currently at a severe shortage. The basing of the F-35 here in South Burlington will greatly further reduce this number, which is simply unacceptable. The number of housing units that fall within the 65 DB DNL line numbers in the thousands. These are low and moderate income homes, which our community desperately needs. We cannot tolerate this loss of housing, either through direct acquisition by the Airport or through degradation of the properties resulting from noise-level impacts and reduced financing options. The economic losses to the community far outweigh any perceived gains of having the F-35A based here. The total value of these homes is approximately half a billion dollars.

SO-20

LU-3

SO-1

SO-18

On a personal note, I suffer from a hearing condition called hyperacusis. Basically, I am unable to tolerate loud noise and suffer severe pain at high decibel levels. This affects my health every single day. Exposure to even one instance of high decibel levels without ear protection causes effects in my hearing that linger for several days or even weeks. My home is just outside of the current 65 DB DNL line, and I have to take precautions whenever the existing F-16s fly. Even with my accommodations by wearing earplugs on all days these planes are in operation, the sound level is still at a threshold which is barely tolerable. The F-35A is significantly louder. I will simply be forced to move if this plane is based here. Unfortunately, I am low-income and will likely be unable to find housing nearby.

NS-3

SO-4

I was very disappointed that the DEIS did not address situations like my own. Individuals like me seem to fall through the cracks in your study. I also found the possible impact on our Chamberlin Elementary School, which is approximately ½ mile from the runway, not sufficiently addressed. Furthermore, the public hearing on the DEIS turned away many people who wished to speak on the issue due to time constraints. This process seemed flawed.

EJ-2

PI-8

I urge you to please base the F-35A elsewhere. The burdens upon our local community are just too great.

Sincerely,



William Stuno

To:
Nicholas Germanos,
HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2769

From:
Cecilia Polansky

OPPOSED TO F-35s IN VERMONT

19 June 2012

GO-1

Dear Mr. Germanos,

This letter to the Air Force is being sent to express my opposition to basing the F-35 fighter jets in South Burlington, Vermont.

Our home is in some of the flight paths to the airport and we can hear noise clearly from the airport throughout the day, every day. The jet is too loud to be based in a highly residential region such as South Burlington surrounded by Winooski, Essex, and Burlington.

When the jet takes off, it is a nerve-racking noise and one has to go inside to lessen the roar and rattle.

Please choose a more isolated site such as in the desert to develop the F-35 program.

Thanks for taking our points of view under consideration.

Sincerely,

Cecilia Polansky

Essex Junction, Vermont

ccp4treez@yahoo.com

Gary F. Karnedy

June 19, 2012

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2769

Re: F35's at VTANG

GS-1

Dear Mr. Germanos:

I am a resident of South Burlington, Vermont, and work as a lawyer at the Primmer Firm in Burlington. I strongly support the bedding of the F35's at VTANG to both support our troops and to support the Vermont economy.

Thank you.

Yours truly,



Gary F. Karnedy

Jeffrey P. Johnson

June 19, 2012

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2769

GS-1

Dear Mr. Germanos:

I have lived in Vermont for more than 30 years. The Vermont Air National Guard has been a part of the Vermont culture throughout that period. I have known a number of members of the Guard and am proud of their service to the country, including one pilot who was a first responder on 9/11. It is comforting to me that a Vermont-based fighter jet can be on the scene to protect the most populated region of the country within a few minutes. I am writing to let you know that both the Air Guard and the stationing of F35s in Vermont are well supported by Vermonters. A decision to move forward will be welcomed by most and I am confident Vermont will continue to be a good home to the men and women of the Air Guard for a long period of time to come.

Best regards,



Jeff Johnson

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St. Ste 332
Langley AFB, VA 23665-2769

June 18, 2012

Dear Mr Germanos,

I am concerned that according to the EIS, our home on White St will become uninhabitable if the F-35 comes to the Burlington Vermont airport. Our home represents a large part of our savings for retirement, and if we are unable to live in it, or if we are unable to sell it when we need to, it will be a heavy financial blow for us. Most of the people in this area have modest incomes, so I imagine they will face a similar situation as our own.

LU-1

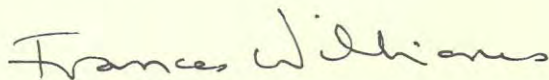
SO-1

It seems to me that a reasonable and compassionate compromise would be for the Air Force to commit to buying up properties at the market value that the properties would have enjoyed if not for the introduction of the F-35. I don't think you will find many property owners eager to sell, unless the noise proves to be as unbearable as the EIS predicts..

SO-9

I am concerned that the noise level in Winooski will be worse than it is in South Burlington, because the aircraft fly over Winooski when they are taking off, where as in South Burlington we get the tail end of the noise, so to speak. When I have been in Winooski, I have noticed that the take offs sound much louder than they do at our house.

Sincerely,



Frances Williams



June 18, 2012

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St.
Suite 332
Langley AFB, VA 23665-2769

GO-1

Re: F-35s

Dear Mr. Germanos:

I believe the South Burlington City Council letter to you covers all the salient objections to and questions about the possible presence of F-35s here.


"Here" for me is five houses away from the airport (soon to be just two houses away when former neighbors' homes are torn down), in a tree-lined, small-home, young working-class and retiree neighborhood. With the exception of F-16 flights, it is – to the amazement of many – a very quiet neighborhood. Neighbors know the meaning of the word here – we help when someone needs a hand, we look out for others in the wider community when we can, and we respect the privacy of all. Our 'wealth' is in our homes, for the most part. Many of us, especially those who are retired, hope to remain here until we die, but realities parade for us, and we also seek assurance that we could sell our homes if necessary.

Ours is a rare kind of place in Chittenden County nowadays, exactly the kind that our elected officials, locally, statewide, and nationally, avow to protect and promote.

Only, all of them (four city council members excepted) have joined the Hammer movement, it seems, and we Nails are left to duck and cover.

We are not anti-military; in fact, we are proud and supportive of both our Army and Air Guard. The F-16s are terribly loud and intrusive, and we have lost many homes already in payment of that fact. We cannot escalate that effect and still have this community. It is obvious to me that this location is highly unsuitable a place to introduce the F-35 planes.

Respectfully yours,


Lee Griffin

Copy: Sen. Leahy, Sen. Sanders, Rep. Welch, Gov. Shumlin, S.B. City Council, Mayor Weinberger

Peg Boyle Single, Ph.D.

June 17, 2012

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

GO-2

Dear Mr. Germanos,

I wanted to let you know that I am opposed to the F35s coming to Chittenden County. I have thought about this and would not turn down an economic opportunity for Chittenden County easily. While I applaud the opportunity for more and well-needed economic opportunities in Chittenden County, everything I have read about the F-35s have led me to believe that housing the F-35s at the Burlington, Vermont Air Guard Station is not a good fit for our community. The health and environmental studies are incomplete. What has been reported pretty clearly shows strong negative consequences in terms of noise, livability of a large swath of housing, and negative impacts on learning at a local elementary school, among other concerns.

I know you are hearing from a lot of people, so I wanted to look at this from another standpoint: how it would affect our neighborhoods and the employees moving into the area. Given the current housing market, it would be very difficult for the employees moving to Vermont to find affordable and appropriate housing for their families. Right now, Chittenden County does not have a high unemployment rate. At 3.5% as of April 2012, this is one of the lowest unemployment rates in the nation, according to the US Department of Labor see

[http://research.stlouisfed.org/fred2/graph/?chart_type=line&s\[1\]\[id\]=VTCHIT0URN&s\[1\]\[range\]=1yr](http://research.stlouisfed.org/fred2/graph/?chart_type=line&s[1][id]=VTCHIT0URN&s[1][range]=1yr)

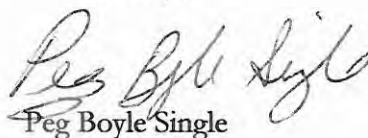
SO-20

Based on that low unemployment rate and based on my assumption that the jobs created through the F35a program would be specialized and require employees to move into Chittenden County. At the same time, a number of houses would have to be vacated and taken out of the housing stock. This will only result in greater pressure on our housing market. Right now single family houses are inflated based on local salaries. The F-35 program is not an appropriate fit for Vermont.

SO-5

Thank you for your consideration.

Sincerely,


Peg Boyle Single

Corinne Simpson

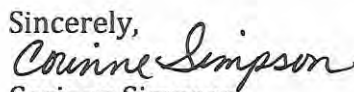
June 18, 2012

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-276

Dear Mr. Germanos:

I oppose the F-35 beddown at Burlington International Airport in South Burlington. As a homeowner in the adjacent Chamberlain neighborhood, I am concerned about the increased noise levels adversely affecting my families' quality of life, our property value and ability to sell our home in the future. Please consider our situation when making your final decision.

GO-1
NS-45
SO-1

Sincerely,

Corinne Simpson

Patricia Caouette

20 June 2012

Nicholas Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 332
Langley Air Force Base, VA 23665-2769

Dear Mr. Germanos:

I am one of the 7300 citizens of Winooski whose lives are threatened with the devastation of our community if the F-35s are based in Burlington, Vermont. My home, in the 70 dB zone, will be deemed "not suitable for residential use." The value and equity of my home and of my fellow Winooski residents will decline substantially.

LU-1

SO-1

Are you aware that over the past several years Winooski has been undergoing a renaissance? Hundreds of millions of dollars have been invested in our downtown. New businesses (several restaurants, a coffee house, a bakery, a grocer/deli among others) have opened. New apartments and condominiums have been built. Young families have begun buying homes here. Community College of Vermont has opened a new campus in Winooski.

The noise of F-35s taking off and landing over Winooski, not to mention the safety issues associated with the introduction of a new weapons system in the population center of Vermont, will lay waste to the enormous investments, public and private, that have been made in our town's future.

LU-2

For all these reasons, I urge you to recommend against basing F-35s in Burlington.

Yours, truly,



Patricia Caouette

HQ ACC/A7PS
129 Andrews Street, Suite 337
Langley Air Force Base, Virginia 23665-2769,
ATTN: Mr. Nick Germanos

19 Jun 2012

Major (Ret) Vern Brosky III

GS-1

Mr. Germanos,

As a former member of the 158th Fighter Wing at the VT Air Guard (VT ANG) in South Burlington, I am going on record to show that I **strongly support the F-35** being based at the Burlington Airport.

In 1986, my father and I attended neighborhood meetings in both South Burlington and Winooski regarding the impacts of the new F-16s that were replacing the aging F-4s. It is downright uncanny to hear the exact same arguments against bringing the F-35 to Vermont. Noise, wasted kerosene, CO2 emissions, environmental impact, and declining property values were all mentioned in 1986 as well as today.

None are true now as they were not true then. The noise is expected as these folks chose to live off the centerline of an international airport that has been here since 1920. The F-35s can and will use noise abatement procedures just as the F-16s do today to minimize noise in order to be a good neighbor.

As for the argument over F-35s burning kerosene that could be used to heat Vermont homes in the winter, I would not recommend putting JP-8 jet fuel in a kerosene heater. Whoever came up with that argument would immediately regret their decision right after pressing the ignition button. This same argument was used in 1986 and at several airshows when the USAF Thunderbirds visited Burlington.

CO2 emissions; I find it ironic that nothing is ever mentioned of the general aviation and commercial air traffic emissions as they fly much more often and burn an exponentially greater amount of fuel. As for the overall environmental impact of the F-35, from what I've read, it will be even better than the F-16s as the F-35 is more fuel efficient and has better engineered systems.

And then there is the argument of declining property values. My father purchased our house in 1986 in South Burlington for \$179000. It sold in 2001 for \$237000; hardly a decline in value.

Another important consideration is the financial impact of losing 1200 of the highest paying jobs in the whole state of Vermont. I believe Major General Dubie was quoted as saying that VT ANG brings \$50 million to the local economy. This would be catastrophic to us supporters, protesters and all of Vermont.

All one has to do is look at 1996 closing of nearby Plattsburgh Air Force Base. The Plattsburgh area has never recovered from the tremendous loss of jobs and tax revenue. This would be especially painful as Vermont is still recovering from the impact of Tropical Storm Irene last year.

What protesters are also forgetting to factor in to their argument is that the VT ANG is not just aircraft and pilots. 85% of the VT ANG is support personnel and equipment that are dual use, as in military and civilian (state) use.

For example, if the VT ANG were to close or be significantly reduced, the fire station would be downsized. The Air Traffic Controllers which assist with all the civilian airline traffic would suffer a reduction in force. Local police departments would also be affected as many of them are staffed by VT ANG military police which would have to either get another part time job or move to another ANG unit to make up the lost pay. The list of negative effects would undoubtedly be catastrophic for the local community and undesirable for all of Vermont.

And lastly, I don't believe the protestors have even taken into account the national security implications of the VT ANG not getting the F-35. One of the earliest pictures of September 11, 2001 is a VT ANG F-16 flying over Ground Zero in New York City. The fact is, there are very few air defense units in the northeast US with a quick response capability for any airspace intrusion or airborne threat. It only makes sense that VT ANG gets the F-35 as the tip of the spear for defending the northeast US.

Please feel free to contact me with any questions or comments.

Thanks for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Vern Brosky III", with a stylized flourish at the end.

Vern Brosky III
Major (Ret) VT ANG, PA ANG, NJ ANG

M894

Letters

F. Arsenault: Support for overflights

GS-3

Ferne Arsenault

Letters | Tuesday, May 8, 2012

The Sun Journal editorial April 29, "Accepting a higher good in overflights," was profound and expressed outstanding justification for those necessary flights. The type of terrain in this area will enable those astute and capable pilots to carry out their necessary training.

It is shocking to read of opposition to those training flights from a 30-year retired USAF colonel.

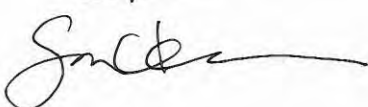


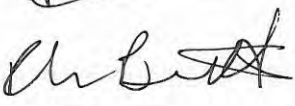
The "Sound of freedom" letter from Robert Bean, Capt.,/USN retired of Norway (May 1), offering approval and support of those flights was so well presented and appreciated.

My encouragement and immense gratitude to the courageous and skilled pilots. My hope is for their safety.

The only disappointment regarding the overflights is that I may not exit the building in time to watch the flyover.

Ferne Arsenault, Rumford

We agree + would
be honored to have
flight training in
Western Maine.

<u>Name</u>	<u>Signature</u>
Sara Hemen	
Lisa LAZINSKY	
Heather Carver	
Robin Bennett	
Kate Ryerson	Keith Ryerson

town reside

Bethel

Bethel

Bethel

Bethel

Bethel

18 June 2012

Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Dear Mr. Germanos,

I am writing to comment on the USAF F-35A Draft Operational Basing Environmental Impact Statement (DEIS), ask a few questions, and make a request.

I oppose basing the F-35A in South Burlington, Vermont primarily because of the environment damages cited in the DEIS. I agree with the findings of the report that basing the F-35A at the Burlington Air National Guard Station would result in adverse environmental consequences, burdens on our resources, and significant negative impacts on our lives in the categories of land use, socioeconomics, community facilities, public services, ground traffic, transportation, noise, environmental justice, air quality, safety, protection of children, and climate change.

GO-1

Would you please respond to the following questions?


1. How much does environmental impact factor into the ultimate decision to base the aircraft in South Burlington, Vermont?
2. Does the average citizen's opinion have any effect on the final basing decision? If so, how much weight is given to individual's views?
3. Is any additional weight, or priority, given to the views of individuals who would be most closely affected by the basing decision; for example, those whose homes would fall within the 65 dB DNL or higher noise area, those living adjacent to the borders of the noise contour areas, and parents of children who attend schools located within the noise contour area.

PI-27

PI-28

I respectfully request the Air Force give precedence to comments received from residents of South Burlington and surrounding areas over comments received from sources outside of the local area. And, before any final decision is made, I request that the Air Force seriously consider the effect that the F-16 has already had on South Burlington neighborhoods; and the dramatic consequences the F-35A will have on thousands of people in our small Vermont community.

Sincerely,


Col Rosanne M. Greco, USAF (ret)

M896

Subject: opposing the F-35s in Burlington, VT

From: Norman & Bonnie Granger (

To:

Date: Tuesday, June 12, 2012 5:22 PM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing it's downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Norman & Bonnie Granger

Dear Mr. Germanos, Please hear our concerns. How do we explain this to our 10 year old daughter??

June 18, 2012

Mr. Nicholas Germanos
 HQ ACC/A7PS
 129 Andrews Street, Suite 337
 Langley AFB, VA 23665-2769

RE: EIS for F-35s at Burlington AGS

Dear Mr. Germanos,

I am writing to express my opposition to the basing of F-35As at Burlington International Airport (AGS). While I understand that the Air Force need to replace aging planes, this heavily populated area is not the appropriate place for them. Over the years, noise from Air Force and Air Guard planes has increased to the point where over 100 homes around the airport are unlivable, and are eligible to be purchased under an FAA program.

According to the Air Force's EIS, if 18 planes are based here over 900 additional homes will be "incompatible with residential use", which in plain English means they experience too much noise to be safely inhabited. And if 25 planes are based here, over 1,300 homes will be unlivable. For the people who live in those homes, environmental "impact" is not an adequate term. **Environmental devastation is more accurate.**

LU-1

If the F-35As are based here, the Air Force must take full responsibility for all those homes. To call the homes "incompatible with residential use" yet not provide a buyout would be unconscionable. By my rough calculation, the cost to buy over 1,300 homes would be in the range of 350 million dollars. Will the Air Force provide those funds? And what will the impact on the area be if over 1,300 families are uprooted? There is already a shortage of affordable housing in this area, and the condemnation of those homes by the presence of the F-35A will only exacerbate the problem.

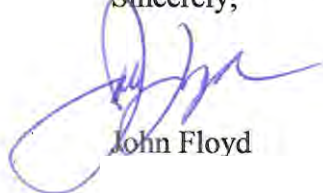
SO-9

SO-20

Please register my strong opposition to the presence of any F-35As at Burlington International Airport (AGS).

GO-1

Sincerely,



John Floyd

M898

Subject: opposing the F-35s in Burlington, VT

From: John Bradt

To:

Date: Sunday, June 17, 2012 9:16 PM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35s on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing its downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

John Bradt

It is inconcievable to me that it is legal for our nation's military to commandeer any high density residential area in the country that they please and distroy the financial viability--yes, even the social fabric of that community at will and with impunity. This is tantamount to initiating and waging war against its own people.

M899

Subject: opposing the F-35s in Burlington, VT**From:** Jennifer Ferrara**To:****Date:** Thursday, June 14, 2012 12:34 PM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing its downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Jennifer Ferrara

Although I live in Burlington, I have many friends who live in Winooski who will be directly impacted by this action. I also frequent many shops and businesses in Winooski, and consider this corner of Chittenden County all our responsibility. There are better ways to bring income into the region, that are less environmentally, civically, and socially impactful.

Karen Bessey Pease

Langley Air Force Base
ATTN: Nick Germanos,
Virginia 23665-2769

GO-1

It is unfortunate that the public was not given adequate notice to prepare for the *public* hearing held last week. It's also unfortunate that the might of the American military is now threatening *American* citizens' way of life.

PI-8

I support a strong and able military. I know the value of having the best, brightest, most well-prepared pilots flying the most advanced pieces of machinery that technology and innovation can manufacture. I am thankful to those who protect our shores. I am grateful to live in this country, and to be a native of the great state of Maine.

But there must be balance. Humankind, in our quest for greatness and domination--and our desire to create a life of instant gratification and ease--have become a race which assumes that if something is *there* to be taken, then it must be *ours* for the taking. We couch our pursuit to seize that which is not ours by claiming a 'greater good'. There are few limits to our gluttony--but lest we be seen as illegitimately or selfishly taking that which we covet, we've found ways to excuse our avarice.

Maine is special. I don't think you could find more than a handful of Americans who do not wish they could spend some time in this beautiful state. We already *have* what millions desire. Beautiful vistas. A vast land that is undeveloped and which provides a solace which can't be found in the cities and urban areas which sprawl across so much of our great country. Maine has the only remaining true 'night sky' on the eastern seaboard. And perhaps what sets us apart more than anything else is our tranquility. Here in rural Maine, it is still possible to experience *peace* and *quiet*.

I live in Lexington Township--a rural community of approximately 100 souls. Almost 20 years ago, my husband and I purchased an abandoned and run-down homestead on 50 acres of land on a dead-end gravel road. We've spent the prime of our lives trying to repair the home and revitalize the property, and a few years ago we were able to purchase an abutting parcel of 18 acres. We don't 'post' our property, because we recognize how lucky we are to be able to take a quiet, contemplative walk in the woods and enjoy the bounty of Maine's natural resources--and we believe that being able to do so is an increasingly rare gift which our fellow citizens should be able to partake of, also. We feel very passionate about this issue. Too many millions of acres of 'wild America' are owned by those who are putting restrictions on public access. We recognize the value of what we have--and we wish to share it.

My family lives directly under the Condor Corridor. We never realized (until first inundated by the sound) that our home and farm would be subjected to military flyovers. We never considered the possibility that we could be working outside and find ourselves unable to hear each other speak while standing just a few feet apart. We never thought that the sound of aircraft overhead would frighten

our livestock or cause our cats to slink under sofas to hide, and our dogs to bark in alarm at doors and windows. But that is the reality. Even at current levels, the American military is negatively impacting my family's peace and quality of life.

Inhabitants of rural Maine are increasingly being disregarded as an insignificant part of American citizenry. If we stand up for our rights, or speak out to protect our property values, our health, or our 'quality of place', our nature-based tourist industry or our quality of life, we are dismissed as selfish NIMBY's who aren't willing to sacrifice our right to the peaceful enjoyment of 'home' for that so-called 'greater good'.

"Domestic tranquility" is one of the tenets highlighted in the Preamble to the U.S. Constitution. I claim the right to retain the tranquility which lured me to purchase this rural homestead. The People of western Maine want "justice" to be re-established. While we support and liberally "provide for the common defense"; the U.S. government is progressively forsaking its duty to "promote the general welfare" of its citizens.

The current uses of the Condor Corridors are already a burden to many of us. We've come to dread those overcast days when seemingly endless numbers of jets fly overhead, polluting our quiet and peaceful region as they practice their war games and flight maneuvers.

Our family objects to the military's proposed use of the Condor Corridors for both low-level flights, and for training with F35-A's. There are other options the military can exercise without harming Maine citizens or causing us to lose the quality of life that is so fundamental to our region--and to our very existence.

Please feel free to contact me at the above phone numbers or email address with any questions.

Thank you.

Karen Pease

M901

Subject: opposing the F-35s**From:** Jessica Stoehr**To:****Date:** Monday, June 11, 2012 8:51 PM

F-35 planes will harm Winooski

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski. The majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate our property values and the life quality of the residents. If we choose to remain in our homes, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing it's downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center filled with young families. And if the planes must come here, please compensate us for our deflated property values so that we can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Jessica Stoehr

Please don't send the F-35's to Burlington. My home will be deemed unlivable, and I don't have the money or resources to move elsewhere without being able to sell my home for a fair market value.

6/20/2012

Mr. Nicholas Germanos
 HQ ACC/A7PS
 129 Andrews St., Suite 337
 Langely AFB, VA 23665-2769

Dear Mr Germanos,

I am writing to express my opposition of the proposed bed down of the F35's in Burlington, Vermont. I live in Winooski, a neighboring town that lies directly in the flight path. The EIS document presents a case which is terrifying the homeowners in this small town, myself included. It is a scenario, in writing, that suggests that the noise levels could increase by up to 4 times their current volume. This in turn could earn the community the classification "unsuitable for residential life" which may have to be disclosed when trying to sell or purchase real estate in the area. From what we are learning, this could also have a negative impact on a buyer who needs to secure a federally insured loan. In plain speak what this feels like is that the left hand of the government could in essence be using a classification imposed by the right hand to deny the sale of real estate. Not to mention the loss of value and equity that such a classification could cause.

GO-1

LU-1

SO-18

SO-1

I have lived in my home for 12 years. I bought it in 2000 as my first starter home and have loved and renovated it over that time. It was built in 1867, so as you can imagine it has had its fair share of needs. This is the single largest investment I have ever made. And like so many here I am dependent on that investment. Understanding that property values are never guaranteed, it seems grossly unfair to saddle an existing community with a classification that could strip so many of their savings. After all, this is not a downturn in the economy, this would be a calculated choice that our own government is making with no apparent regard for the families and homes affected. We have been told point blank that our homes will not be purchased as was done in the neighborhood currently located beside the airport. Not to mention, without getting into all of the details, there appear to be other locations where the F35 bed down would actual improve quality of life.

I have urged my town council to reject this proposal with all the power they have. I believe that ANY entity that has the ability to threaten suitability of residential life in an existing neighborhood should be brought to question. And honestly, I am more disturbed by the fact that it is our own government than I would be if it were a foreign or private entity. I have been challenged when I have spoken of this situation with friends and family, both in Vermont and back home in North Carolina. But the challenge has always been, "you just have your information wrong - do more research - this would not be legal - couldn't happen in America". I beg you to show me where I am in error. I simply do hope to be wrong. But all I have to go on is the EIS that was provided by the Air Force.

In closing I would like to say that I support our Air Force and our National Guard. But unlike many that support the F35 bed down blindly, I believe it is possible to support the institution without supporting every decision it makes. There are many here that fear the closing of local military facilities if we as a community do not support this decision. When support is given out of fear, is it really support? I find it more reasonable to form an opinion based on the prediction made in writing on the EIS, than to fear the speculation of what might become if we don't support this decision blindly. I urge you to please consider the affect your decision will have on the well being of the towns affected.

Respectfully,



Michael Dabbs

June 17, 2012

To: Nicholas Germanos
 HQ ACC/A7PS
 129 Andrews Street, Suite 332
 Langley AFB, VA 23665-2769

Regarding: Possible basing of F-35 aircraft at Burlington International Airport in South Burlington,
 Vermont

Dear Sir,

I am a proud supporter of Vermont's Air National Guard and grateful for all that the U.S. Air Force does for our country. However, I am strongly opposed to the basing of F-35 planes at the Burlington International Airport for one main reason—the devastating effect on the neighborhoods that surround the airport. The additional noise itself is not so much the problem as the anticipated effect of whole neighborhoods being condemned as not suitable for residential use.

GO-1

LU-1

From what I've read and heard in news reports, 1,578 homes have already been identified in the too-noisy-to-live-in and therefore “condemned” zone, and an additional 1,366 homes would be added if the F-35's are based here. These are devastating numbers—for the young families and elderly people who live in those homes--and for all of us who care about the quality of life here in the Burlington area. The economic fallout would be hard to calculate, but certainly anyone owning a home just outside the official condemned zone would also see their property's value plummet.

SO-1

In addition, there are four elementary schools within one to two miles of the airport (to the west-northwest and to the east-southeast) that are either directly under or very close to the flight path for landings and take-offs—they, too, would be negatively impacted.

EJ-2

In our great country, there must be United States Air Force bases that are not closely surrounded by homes and schools; that are not in the middle of the most populated county in their state; and that would have the space to expand if needed.

Thank you for your consideration.

Sincerely,



Susan Hardin

M904

Subject: opposing the F-35s**From:** Cara Montague**To:****Date:** Monday, June 11, 2012 8:31 PM

F-35 planes will harm Winooski

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35s on our city of Winooski. The majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate our property values and the life quality of the residents. If we choose to remain in our homes, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing it's downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center filled with young families. And if the planes must come here, please compensate us for our deflated property values so that we can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Cara Montague

Please do not bring the F35s to Winooski. Respect the voices of our thriving little town.

M905

Subject: opposing the F-35s in Burlington, VT**From:** Joyanne Redington (**To:****Date:** Sunday, June 17, 2012 8:58 PM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing its downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Please do not make our homes and the newly revitalized downtown rendered unusable!

M906

Subject: opposing the F-35s in Burlington, VT**From:** Chris Wheeland**To:****Date:** Tuesday, June 12, 2012 10:06 AM

F-35 planes will harm Winooski

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35s on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate our property values and the life quality of the residents. If we choose to remain in our homes, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

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Sincerely,

Concerned Winooski Resident

Chris Wheeland

Please do not allow our community to be destroyed!

M907

Subject: opposing the F-35s

From: Andrew Chalke

To:

Date: Monday, June 11, 2012 10:34 PM

F-35 planes will harm Winooski

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski. The majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate our property values and the life quality of the residents. If we choose to remain in our homes, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

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Sincerely,

Concerned Winooski Resident

Andrew Chalke

The fact that it's even a possibility for these planes to be stationed in South Burlington is completely disturbing. The cons completely outweigh the pros for this proposal and it's ridiculous that the federal government is even suggesting this plan.

M908

Subject: opposing the F-35s in Burlington, VT**From:** Karrie Bowen**To:****Date:** Tuesday, June 12, 2012 7:49 AM

F-35 planes will harm Winooski

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate our property values and the life quality of the residents. If we choose to remain in our homes, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing its downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center filled with young families. And if the planes must come here, please compensate us for our deflated property values so that we can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Karrie Bowen

It is disheartening to hear that the government would sacrifice a beautiful town in the name of "freedom". Winooski is a thriving, amazing town. Please, please, PLEASE do not bring the F-35 planes to the South Burlington Airport.

BRIAN R. MURPHY

June 19, 2012

Mr. Nicholas Germanos, HQ ACC/A7PS
129 Andrews St., Suite 332
Langley AFB, VA 23665-2769

GS-1

Dear Mr. Germanos:

I am writing to express my **strong support** for siting the F35's at the Vermont Air National Guard site in South Burlington. The Air Force has provided a vital role in the economic and social community of Chittenden County for many years, and I encourage you to **maintain that role**. The Air Force is welcome here despite the vocal **minority**.

Very truly yours,



Brian R. Murphy

P.S. While I currently live in Essex, Vermont, which approximately eight miles from the Burlington International Airport, I lived very close to the airport for seven years when I lived in Burlington. I loved to watch the jets (of all types) come and go.

{B0895947.1}

June 19, 2012

RE: F-35 planes will harm Winooski, please protect our city

Attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

I am deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing its downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,



Anne Linton Elston



David Michael Elston

M911

Subject: opposing the F-35s in Burlington, VT

From: Bonnie Gintis

To:

Date: Wednesday, June 13, 2012 7:29 PM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

G0-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

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Sincerely,

Concerned Winooski Resident

Bonnie Gintis

I am concerned about the effects of the noise and the impact on the community. Please direct the F35s to a rural area where they won't impact a community. Thank you.

Nick Germanos, HQACC/A7ps
 129 Andrew St., Suite 337
 Langley AFB, VA 23665-2769

Dear Mr. Germanos:

I would like to highlight several issues with the F35A Draft Environmental Impact Statement (DEIS) which I feel make the DEIS substantially inadequate in assessing the impacts of basing the planes in South Burlington, Vermont. These issues need to be resolved before any decision is made on where to base these planes.

- | | |
|--|--------------|
| <p>1. The noise impact zones depicted in the DEIS, i.e. 65db DNL, 70db DNL, etc., are apparently the products of a computer noise modeling program. Such modeling programs are subject to a variety of uncertainty factors. Normally these factors result in a range of error for a model's predicted results. There is no indication of the range of error associated with the noise contours. The DEIS should include the model's range of error, such as plus or minus 50 feet, 100 feet etc.</p> | <p>NS-28</p> |
| <p>2. The maps of the DNL noise zones are inadequate. With today's geographic information technology, there is no excuse for maps of these zones which do not allow easy identification of specific locations within the zones, i.e. the location of one's street and house. These maps should be redone with this appropriate level of detail and resolution. The maps should also indicate the zones of uncertainty surrounding the noise contours, as referred to in issue #1 above.</p> | <p>NS-60</p> |
| <p>3. The Vermont Air National Guard has stated that it has a number of noise mitigation strategies available to decrease the noise impact around Burlington International Airport and extending into South Burlington, Burlington, Williston, and Winooski. These mitigation strategies should be specifically considered in the DEIS, and their effects on the noise contours made clear. Making basing decisions without this information is decision-making founded on ignorance.</p> | <p>NS-11</p> |
| <p>4. The weakest part of the DEIS is the socio-economic effects of basing the planes in South Burlington, or at any of the alternative sites. The Executive Summary of the DEIS includes questions submitted during the scoping process and the location in the DEIS of information responding to these questions. In particular, this question: "How will noise from the F-35A affect property values and the economy?" refers readers to "Section 3.11.1.2 for all bases." There is no paragraph or section 3.11.1.2 in the full version of the DEIS. The second paragraph of Section 3.11.1 includes no references to property values. The second section of Section 3.11.1 discusses Land Use Compatibility Guidelines in general and again does not mention property values.</p> | <p>SO-21</p> |
| <p>Property values are not discussed until Appendix C, page C-47. In that discussion four studies are considered. One, a Newman and Beattie review of other studies (1985), found "decreases in property values usually range from 0.5 to 2 percent per dB increase of cumulative noise exposure." A second study, Fidell et al. (1996), states that "homes near the AFB were much older, smaller, and in poorer condition than homes elsewhere" and that, therefore, "differences in sale prices between homes with and without aircraft noise were frequently due to factors other than noise itself."</p> | <p>SO-22</p> |
| <p>These studies obviously conflict with each other and do not lead to a reasonable conclusion that property values are unaffected by noise at levels of 65db DNL or higher.</p> | |
| <p>In addition, the conclusions of the second study are not applicable in many cases for the South</p> | <p>SO-23</p> |

Burlington basing scenarios. Many of the homes in the high DNL noise areas are in fact newer, of average or larger size, and are in good condition. In the case of Winooski, many are being improved with home owner investment since Winooski is viewed as an accessible location to Burlington's services and an area where property values are already more reasonable than in much of Chittenden County. In fact some properties within the 70db DNL zone in Winooski are marketed as high grade or luxury condominiums. The downtown area of Winooski has also been the recipient of millions of dollars in investment as a redeveloped urban commercial and retail area, with additional investment being sought. What are the likely effects on attracting additional investment of the location in a high DNL zone?

SO-23

LU-2

Furthermore, many studies have consistently supported the conclusion that property values are adversely affected by airport noise impacts compared to similar areas which are not impact by noise. One paper summarizing noise impacts on property values is: "AN EVALUATION OF THE POTENTIAL LOSS IN WEST VALLEY HOME VALUES FROM LOCATING F-35 AT LUKE AIR FORCE BASE", Timothy D. Hogan, Ph.D. Dr. Hogan is a Professor Emeritus of Economics at the University of Arizona, was director of L. William Seidman Research Institute, and studied the economy of Arizona for 30 years. Professor Hogan found significant impacts on property values would result from the basing of F35's at Luke Air Force Base. The same kinds of impacts can be expected around Burlington International Airport. This paper can be found at this internet address:
<http://www.scribd.com/doc/80924321/When-the-F-35-Comes-to-Town-Property-Values-Will-Take-a-Beating>.

SO-24

For these reasons discussions in the DEIS of impacts on property values are completely inadequate and need to be revised.

I look forward to publication of a Final EIS which addresses these concerns.

A hard copy of this email will be sent to you via U.S. mail.

Sincerely yours,

Horace Shaw



M913

Subject: opposing the F-35s in Burlington, VT

From: Tammy Cusson-Ducharme

To:

Date: Tuesday, June 12, 2012 3:39 PM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing it's downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Tammy Cusson-Ducharme

I oppose the F35's flying over Winooski and making my home and community unfit for residential use.

M914

Subject: opposing the F-35s in Burlington, VT

From: Leslie FRy

To:

Date: Sunday, June 17, 2012 11:44 PM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

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Sincerely,

Concerned Winooski Resident

Leslie FRy

I have lived in Winooski since the 70s and am tired of this town always being the underdog. We deserve better than the place where the noisy fighter planes go over, and the F16s are already noisy enou

My property is my only asset, why should so many of us have to sacrifice our only security for something that will not last?

M915

Subject: opposing the F-35s in Burlington, VT

From: Andrea Wheeland

To:

Date: Tuesday, June 12, 2012 8:23 AM

F-35 planes will harm Winooski

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate our property values and the life quality of the residents. If we choose to remain in our homes, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

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Sincerely,

Concerned Winooski Resident

Andrea Wheeland

Please do not destroy our community. Winooski, after much hard work from community members, is experiencing a revitalization. Please do not displace folks who have worked extremely hard to make our community a better place. Additionally it seems discriminatory to displace low-income families and newly arrived refugees.

M916

Subject: opposing the F-35s in Burlington, VT

From: Regina Bailey

To:

Date: Thursday, June 14, 2012 10:45 AM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35s on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

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Sincerely,

Concerned Winooski Resident

Regina Bailey

I care deeply about Winooski and I urge you to consider an alternate location for the F-35 planes.

M917

Subject: opposing the F-35s in Burlington, VT

From: Ann & Mike Aruzza

To:

Date: Tuesday, June 12, 2012 9:03 PM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

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Sincerely,

Concerned Winooski Resident

Ann & Mike Aruzza

we are pleading for you to reconsider placing the F-35 here. we are pleading to save our community here in Winooski. our family here originates back to late 1800 and we would like for our children and thier children and so on to continue if they choose to consider having there hometown here. don't take our homes away we have all worked so hard for what we have built here in Winooski. you will destroy our housing market here.

M918

Subject: opposing the F-35s in Burlington, VT**From:** Sheryl Graves**To:****Date:** Thursday, June 14, 2012 7:50 AM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

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Sincerely,

Concerned Winooski Resident

Sheryl Graves

I have lived in Winooski for 19 years and have made many improvements to my house. I also enjoy being outside and I am concerned about my continued enjoyment of my property and the surrounding areas, along with property values, both for my own house (should I decided to sell) and those of my neighbors.

Subject: opposing the F-35s in Burlington, VT

From: Michael Dabbs

To:

Date: Wednesday, June 13, 2012 11:10 AM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35s on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing its downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Michael Dabbs

Beyond quality of life I am concerned with the economic affects this will have on our city. From my understanding, if the area is deemed unfit for residential use, then the government will no longer support any HUD documents in regard to property sales. This appears to me to be a line from point A to point B in terms of the decision to bed down the planes in Burlington. From my interpretation, this

SO-18

M919

means that by the governments own standards of quality of life, they will be deeming the city unfit to live and in turn will deny support for mortgages as a result of this classification that they have caused. I am not sure how this is legal but it is clearly unfair. I would love to understand more in terms of how Burlington has been chosen, when it appears that out of all of the locations on the table it has the most negative impact in Vermont. It actually appeared that in some locations the addition of F35's improved the quality of life. I would assume those locations would be

PA-4

replacing a larger fleet with a smaller fleet of F35's. But regardless, there were choices that had zero impact on residents. How does one come to such a decision?

June 12, 2012

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769
cc: **Ms. Kathleen Ferguson**

Dear Mr. Germanos,

I write to you to voice my strong opposition to the F35 fighter jets coming to the Burlington, VT area. I am a resident, homeowner, and mother of young children in Winooski, VT. I am greatly concerned about the noise level of these jets, and the impact of that noise on my community's quality of life and upon our property values. By placing the jets in our area, you are very negatively impacting the most densely populated area of Vermont. Adding a couple hundred more jobs to our area does not begin to outweigh the devastating effects on our city.

GO-1

NS-45

SO-1

Please place these jets in another location that is less populated.

Thank you for your consideration,

Arica Bronz

M921

Subject: opposing the F-35s in Burlington, VT**From:** Sean Collins**To:****Date:** Thursday, June 14, 2012 11:34 AM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing its downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Sean Collins

Please do NOT base the F35 in Burlington. The rendering of my city as "incompatible with residential use" will devastate our regional economy. The impact will have profoundly negative effects on the Vermont economy. Do NOT base them here.

June 19, 2012

Mr. Nick Germanos, F-35A EIS Project Manager

HQ ACC/A7PS, 129 Andrews Street, Suite 102 (Rm 337)

Hampton VA 23665-2769

Dear Nicholas Germanos:

I live in the new north end of Burlington, Vermont and I can attest to the fact that my ear drums are ringing (I have to plug my ears) everytime the F-16s striker jets fly over our Burlington neighborhoods and it doesn't matter at what elevation either. When I read in the EIS that the F35 fighter-bomber jets noise would more than double during take-off (7 to 17 decibels) or even at 1,000 feet (F-16, 101 decibels; F-35 118 decibels, more than twice the perceived sound levels) my body starts to cringe.

I cringe even more when I hear what the city of South Burlington, Winooski, Williston, and sections of Burlington will have to endure (significant negative impacts) when it comes to noise pollution, air quality, safety, socio-economics, and transportation. And what about Benzene? Jet propulsion No. 8 (JP-8) contains many contaminants, and about 9.25 lbs of benzene would be found in every F-35 tank. At 10 sorties per day of only 4 jets that equals 370 pounds/day of benzene raining down on us. Benzene is a human carcinogen and a hematopoietic toxicant. Benzene is absorbed through the skin.

AQ-5
SA-4

Recently the South Burlington City Council voted 4-1 against basing the F-35 fighter-bomber at Burlington International Airport. Winooski City Council members (5-0) are very concerned about the double-noise level effecting their newly revitalized downtown community as well as those affected residential/business properties that fall within the FAA sound barriers. Its very possible that the Winooski City Council will take up a resolution that, while supporting the VTANG, would oppose basing the F-35s at the airport. I am sure Williston town officials will have its own questions/resolutions in the near future.

LU-2

Roseanne Greco, chairwoman of the South Burlington City Council, an Air Force veteran with 30 years of service has read the EIS cover to cover, and honestly knows the most about many of these issues i.e. safety, noise pollution and environmental quality degradation. I would recommend that you and the Air Force have a long discussion with Roseanne Greco before you make any decision on basing the F-35s at Burlington International Airport. Also Councilor Sandra Dooley from South Burlington City Council noted that locations under consideration for basing the F-35s in other states would have much less of an impact on residential areas than the Burlington Airport. What was your rational for basing the loudest plane the Air Force has in a metropolitan area with the highest population density in Vermont?

PA-4

I moved to this great state of Vermont in 1987 for an environmental quality of life, nature, quiet landscapes, healthy neighborhoods, communities and towns. I didn't move here to listen to noisy,

polluting war planes flying over our neighborhoods. Why must we live with this overbudgeted, unnecessary, egregiously underperforming, ridiculously expensive, woefully behind schedule, failed F35 project, in other words this Industrial Military Complex and its never ending efforts at keeping us in a state of perpetual war and fear. In conclusion, I say NO to basing the F35s at the Burlington International Airport. I hope the Air Force and the Defense Department come to the same conclusion.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Glenn Sousa', with a long horizontal flourish extending to the right.

Glenn Sousa

M923

Subject: opposing the F-35s in Burlington, VT**From:** Asa Wheeland**To:****Date:** Tuesday, June 19, 2012 10:24 AM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing its downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Asa Wheeland

My parents bought our house as their first home 6 years ago. They have worked tirelessly to transform a neglected duplex into a clean, safe, fun home for their growing family. They have spent thousands of dollars and many weekends and late-nights on their various home improvement projects. Together we garden in our yard and have planted many fruit trees. My parents were planning to use

M923

the equity they have created in the house to fund the adoption of our next brother or sister from the Democratic Republic of Congo in Africa. I love Landry Park, Myers Pool, the River Walk, Pho Pasteur and Tiny Thai. I look forward to attending JFK elementary school where my mom is a teacher. All of these things would be gone or considered unsafe if the f-35's destroy the only community I know. Sincerely, Asa Wheeland (age 4) and Nadia Wheeland (age 2)

GO-4

M924

Subject: opposing the F-35s in Burlington, VT
From: Aftaba Mezetovic
To:
Date: Tuesday, June 19, 2012 10:13 AM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

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Sincerely,

Concerned Winooski Resident

Aftaba Mezetovic

Please choose an area to base the f-35's that does not displace so many people who literally have no choice in the matter or any other options of where to live.

M925

Subject: opposing the F-35s in Burlington, VT**From:** Bryn Oakleaf**To:****Date:** Thursday, June 14, 2012 9:09 AM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

The city of Winooski has done a wonderful job revitalizing its downtown and improving quality of life for all. Please do not destroy our hopes for a financially healthy, mixed-income urban center with growing young families. And if the planes must come here, please compensate us for our deflated property values so that all can afford to relocate to a safe and healthy environment.

Sincerely,

Concerned Winooski Resident

Bryn Oakleaf

This will devastate the business district that has only recently been revitalized in Winooski. A town that has struggled to invest in its infrastructure and improve its property values will fall flat on their face. For a city filled with working class citizens this will severely decrease home values. Although it may not be the full and complete value of these properties, it is verging on a public nuisance and is CLEARLY an environmental justice concern that the Air Force must heed to. Again, although it may

M925

not qualify as a taking under the fifth amendment on its face, the right lawyers may be able to win the case.

GO-4

M926

Subject: opposing the F-35s in Burlington, VT**From:** Kathleen Schneider**To:****Date:** Monday, June 18, 2012 1:42 PM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

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Sincerely,

Concerned Winooski Resident

Kathleen Schneider

I am stunned that all of our legislators in Washington, DC and our governor of VT are supporting the beddown of F-35's at the Burlington, VT airport. It shows a serious lack of concern for citizens of the Burlington area, particularly those who live in So Burlington and Winooski who will be most affected by the increased noise pollution. I am also surprised that there is so little concern for the fact

that the beddown of these warplanes will make the airport a future target for terrorist and drone attacks.

M926

GO-4

June 20, 2012

Mr. Nicholas Germanos
HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Sir,

I want to express my strong opposition to the location of the F35 planes at the Vermont Air National guard facilities in Burlington, Vermont.

GO-1

The flight path of the planes will be directly over Winooski, the most densely populated city in Vermont.

Winooski has one of the fastest growing MINORITY populations in Vermont, is a LOW INCOME city with a number of residential units constructed during the past few years to accommodate low and moderate income families, is a REFUGEE welcoming center for many people that are escaping war torn countries abroad and has recently constructed a building for HOMELESS VETERANS. We are a very welcoming community. Now that we have gathered these groups of vulnerable people into one location the military appears to want to make sure that an additional burden is placed on them. The noise, air pollution and loss of property values will not assist these minority groups to better themselves or other citizens in this area.

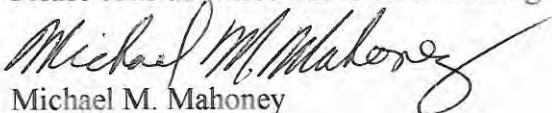
EJ-3

I don't know if there is a RACIAL motivation, SOCIAL CLASS issue or an effort to even undermine VETERANS at hand but it certainly appears to be the case.

There must be a better alternative within the United States to locate these planes.

I am a Viet Nam veteran and appreciate the VTANG but the F35 is not appropriate for this area.

Please consider these issues when making decisions regarding the location of the F35 planes.


Michael M. Mahoney

M928

Subject: opposing the F-35s in Burlington, VT

From: Rebecca Martin (

To:

Date: Tuesday, June 19, 2012 11:19 AM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

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Sincerely,

Concerned Winooski Resident

Rebecca Martin

The air force jets are already loud enough. Do you really want the state to lose home value, attractiveness as a place to move to and visit? How could you be okay with allowing noise pollution so oppressive it harms the HEALTH of VT's citizens?

M929

Subject: opposing the F-35s in Burlington, VT**From:** Rosanne Lathbury**To:****Date:** Wednesday, June 13, 2012 3:04 PM

F-35 planes will harm Winooski, please protect our city

attn: Mr. Nick Germanos
HQ ACC/A7PS
129 Andrews Street
Suite 337
Langley Air Force Base
Virginia 23665-2769

GO-4

Dear Mr. Germanos,

We are deeply concerned about the impact of the F-35's on our city of Winooski, VT. If Burlington becomes a beddown location for these planes, the majority of our densely populated city will be considered unfit for residential use under both ANG scenarios. This will devastate property values and the life quality of residents in the entire city of Winooski. If we continue living here, our children will grow up with hearing damage simply from playing outdoors or opening their windows. The only people who will accept these living conditions are those who cannot afford to live elsewhere, and this will result in a concentration of low-income and minority residents in the areas considered uninhabitable.

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Sincerely,

Concerned Winooski Resident

Rosanne Lathbury

Many elderly and disabled people rent HUD apartments in the City of Winooski. Are we going to be relocated at government expense should HUD stop funding the housing projects we live in?

SO-18
SO-9

June 18,
2012



Ms. Susan Alden

Dear Nick Germano,

It is completely inappropriate to bad the F35's in Burlington, VT

GO-1

The potential loss of small homes because of increased DAB, way over that of the F16s, is unforgivable.

LU-1

It is already difficult to talk when they take off.

This county is the most metropolitan in Vermont.

We do not want a new
plane that might have
problems, dropping fuel
over our lake (or that's
where our drinking water
comes from.

We have gotten far
beyond defense to attack
craft. That could make
us a target.

Please buy the F35's
somewhere else.

Seamus B. Alden

SA-4



**F-35 Operational Basing
Public Hearing Comment Sheet
Draft Environmental Impact Statement (EIS)**

Location: Burlington Vermont
Date: 6/18/12

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

My neighborhood Mayfair Park in South Burlington and the Champlain mill and woolen mill and Downtown Winooski are eligible for listings on the Federal Register as historic districts to be protected by section 106 of the National Historic Preservation Act.

The draft EIS does not consider or suggest any way to resolve adverse impacts of noise and property devaluation with respect to these historic sites. It is therefore proposing a project that is in over-

CR-12

Please Print

Name: Elizabeth R. Mench

Address: _____

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

violation of Sec. 106.

CR-12



F-35 Operational Basing
Public Hearing Comment Sheet
Draft Environmental Impact Statement (EIS)

Location: So. Burlington High School, So. Burl. VT
Date: 5/14/12

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

After reviewing the draft EIS, I remain troubled that the Burlington AGS remains a preferred beddwn location for the F-35. As compared to the other potential locations, with 3 items identified in the Executive Summary Fig. 13-1 being identified as having "unavoidable adverse environmental impact" on top of the 2 existing baseline items with land use going from potential to unavoidable, versus other locations having decreases in impact in all but one item/location (Mountain AFB) it seems incongruous that BTV would even still be considered. Additionally, the increased negative impact on a minimum of acres, individuals, and households would cause ~~additional~~ more questions as to BTV being chosen over locations that have decreased impacts on all these items.

PA-4

Please Print

(over)

Name: ELISABETH BOSSI

Address: _____

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes ☒ No ☐

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

If additional space is required, attach additional pages as needed.

My home is currently in the 65 dB DNL, and according to the DEIS, ~~to~~ might actually have a reduced dB lower, I still ~~believe~~ believe basing the F354 at the VT ANG would be a mistake.

GO-1

Noise mitigation to existing houses would have no impact on the population's ability to avoid negative adverse impacts of the F354 while outside including at least 2 elementary school playgrounds in So. Burlington alone.

NS-18

⑤ If the major factor to locate the F354 in BTJ is less economic cost based on less construction required, that factor should be removed as it pales in comparison to the production costs of the F354 as they currently exist.

On closing, my review ~~to~~ of the DEIS leaves many questions unanswered and in particular why is the VT ANG still considered a preferred location when the DEIS seems to show that it is the least desirable location for this operation?

~~Now~~
The VT ANG is a well deserved unit however, the F354 does not belong ~~at~~ band at the VT ANG, in my opinion.



F-35 Operational Basing
Public Hearing Comment Sheet
Draft Environmental Impact Statement (EIS)

Location: So. Burlington, VT
Date: June 19, 2012

Thank you for providing your comments on the F-35 Operational Basing Draft EIS. Please note, comments will be published in the Final EIS. The name, city, and state locations of persons making comments will appear in the Final EIS. Specific street address information of commenters and meeting attendees will not be printed in the Final EIS, but will be used to create a mailing list for the document.

The South Burlington Land Trust was founded in 2003 out of concern for loss of open space and natural habitat in the City, due to rapid development, both commercial and residential. We number nearly 100 residents who are concerned for the quality of life in So. Burlington, for both human inhabitants and the natural world. The proposal to bring the F-35 aircraft to the Burlington International Airport, which resides in our midst, concerns most of us. We do feel that the "Environmental Impact" will be very great, as acknowledged in the draft EIS itself. Our specific points of concern are itemized on the reverse side.

Please Print

Name: SARAH L. DOPP, President SBLT

Address: _____

Do you wish to be sent a CD of the F-35 Operational Basing Final EIS?

Yes _____ No ✓

Please place this form in the box indicated at the hearing, give it to one of the Air Force Representatives, or mail by June 1, 2012, to:

Mr. Nick Germanos, HQ ACC/A7PS

129 Andrews St., Suite 337

Langley AFB, VA 23665-2769

→ 20
(extended)

If additional space is required, attach additional pages as needed.

1. The Burlington Airport and Air National Guard Base are situated in an old established urban neighborhood which is a wholly unsuitable environment for the addition of the proposed F35 flight operations. When most of these homes were built (1930's-1960's) the airport was in its infancy and no one would have imagined that the current growth would ever occur.

2. Residents are already exposed to high levels of noise pollution from the much quieter F16s. The F35s will significantly expand that noise pollution and further degrade the quality of life in our community.

NS-45

3. Fighter aircraft produce unburned hydrocarbon air pollution on a grand scale given their small size. The F35s will add much more through their increased use of afterburners. Recent studies suggest a link between diesel fumes and lung cancer.

AQ-1

4. Potential pollutants or safety breaches from these new aircraft have the potential of harming ground water and wildlife, to ~~same~~ nothing of humans.

WR-1

AQ-2

5. The once vibrant and viable community adjacent to the Burlington Airport has already suffered from the airport's expansion plans. The basing of F35s there will completely destroy the neighborhood, displace those now living there and deprive our community of some of the desperately needed and best lower cost housing available.

LU-3

6. The other preferred site for this deployment in Hill, Utah is a far more suitable location. It is a huge base in a rural area. We URGE the Air Force to select the Hill, Utah base for this F35 deployment rather than DESTROY an part of our community.

GO-1

important



SAINT MICHAEL'S COLLEGE

Philosophy Department

June 18th, 2012

Mr. Nicholas Germanos
 HQ ACC/A7PS
 129 Andrews St., Suite 337
 Langley AFB, VA 23665-2769

Dear Mr. Germanos,

I am writing to you in strong opposition to the proposal to deploy the new F-35 bomber jets to Burlington, Vermont. Please, please, please do not bring these planes to the center of our most popular urban area. My opposition to the F-35 bed-down in Vermont is fourfold:

GO-1

(1) LOCATION / POPULATION DENSITY:

Most importantly, the Air Force is asking Vermonters to allow the military to locate 18-24 giant, very loud bomber jets directly in THE MOST POPULATED AREA OF OUR ENTIRE STATE. Our airport is not 30 miles outside of Burlington, as many city or state airports are. Rather, these planes will be literally 5 minutes outside of our greatest city! If we were talking about locating these planes in the vast uninhabited areas of our state, I would have no objection. My objection is that OUR LARGEST METROPOLITAN AREA (in the whole state) is NOT an appropriate location, especially when at least 4 out of the other 5 sites would house these planes on Air Force Bases, far from civilian residential or business districts.

(2) OUR ENVIRONMENT IS OUR PRIMARY ECONOMIC RESOURCE:

What draws people to live and work and vacation in Vermont is (a) our pristine environment, which we work very, very hard to protect and preserve; (b) our sense of community and local agriculture, production, trade, etc.; (c) our welcoming spirit that has recently resulted in extraordinary diversity in the Burlington metropolitan area, thanks to incoming new-American (former Refugee) populations; and (d) our sense of social justice, fairness, and responsibility to all. Perhaps our greatest economic resource, as a state, is our environment – natural, community, inter-human, and social. Much of what we value is being compromised if the F-35's are brought here.

(3) WINOOSKI:

I live in Winooski, where approximately $\frac{3}{4}$ of the homes would fall under the 65 + decibel level that will render these homes "not compatible with residential use," according to the FAA standard. This will destroy our city. We are already the lowest-

LU-1



income community in the Burlington area, but what this means in Vermont is that we are the only city near Burlington where young families, young professionals, new Americans, retirees, etc. can afford to purchase a home. The F-35's will destroy the housing market in Winooski, driving up housing prices in the other cities and towns that are our immediate neighbors. Please understand that there are not very many cities or towns directly around Burlington. Winooski and South Burlington are closest. The only other towns or cities close by are Essex, Shelburne, and Williston. After that, all towns are at least 25 minutes by car. Why is it okay to render $\frac{3}{4}$ of the houses in 1 of the 5 cities/towns directly surrounding Burlington "not compatible with residential life"?

SO-1

The other aspect of the devastating effect on Winooski is that our city has invested, in only the last decade, millions of dollars into a development strategy for our awesome downtown. We have *really* superb restaurants with outdoor city, a gorgeous boardwalk Riverwalk and park area along the historic Winooski River (named this by the Abenaki native community), and brand new luxury waterfront condos and townhouses. ALL OF THE DOWNTOWN AREA FALLS UNDER THE "not compatible with residential use" zone. Winooski is THE MOST DIVERSE CITY IN THE WHOLE STATE OF VERMONT.

LU-2

Put all of this together, and we have a clear example of a very diverse, low-income community that is managing to thrive. The Air Force EIS draft clearly says that basing the F-35 planes here would **DISPROPORTIONALLY IMPACT** (negatively) **LOW-INCOME AND MINORITY POPULATIONS** in our state. This is shameful.

EJ-3

(4) HEALTH:

Of course, the reasons for this housing designation have everything to do with health concerns. How can it be justifiable to harm the hearing of people in 1,600 households, when NONE of the other 5 locations have this kind of impact, and 4 out of the 5 have **DECREASED NEGATIVE IMPACT ON RESIDENTIAL HOUSEHOLDS**?

NS-3

(5) DECEPTION IN THE PROCESS:

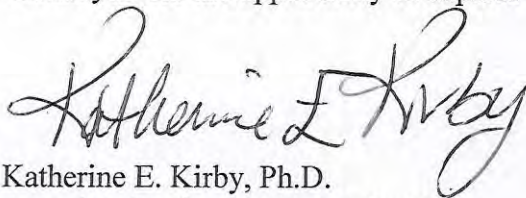
I believe that an injustice has been done in the process. Our state government officials and national representatives have spoken in support. I believe this is because the work has already been done on the runways and hangers to accommodate the F-35's. **HOWEVER, THIS WORK WAS DONE WITHOUT FIRST INFORMING AFFECTED COMMUNITIES.** We are researching the process further to determine whether such consultation with affected communities was ever sought.

PI-3

I teach Philosophy and Global Studies at St. Michael's College, 5 minutes outside of Burlington, 1 minute outside of Winooski. Our College seems to be removed from the flight path if the F-35's come. I suspect this is why our President and others are supporting the F-35 deployment here. When I teach Ethics, my students and I spend weeks talking about utilitarianism, where ethical decisions are made on the basis of what results in the greatest good for the greatest number. But the most important factor of a GOOD utilitarian calculus is recognizing that human DIGNITY must be weighed more heavily than anything else. What about the dignity of a person's life-savings invested in her home? What about the dignity of living in a community which isn't being subjected (by our own military) to noise that DEAFENS?

Often, the ends (no matter how positive) do not justify the means, especially when the means to the goal requires harm to individuals, the destruction of a community, and the injustice of targeting low-income and minority groups.

Thank you for the opportunity to express my views,

A handwritten signature in cursive script that reads "Katherine E. Kirby". The signature is written in dark ink and is positioned above the printed contact information.

Katherine E. Kirby, Ph.D.
Associate Professor, Global Studies
Director, Global Studies Program
St. Michael's College
Box 368
One Winooski Park
Colchester, Vermont 05404
kkirby@smcvt.edu
(802) 922-8322

Steve MARRIOTT

Nicholas Germanos
 HQ ACC/A&PS
 129 Andrews St. Suite 332
 Langley AFB VA

MR Germanos,
 I live in So. Burlington, VT and I am opposed
 to Bedding the F35A AIRCRAFT in So Burlington.

GO-1

From reading your Report I see the noise will impact
 an additional 950-1300+ Households. There are other
 preferred sites where the impact is much less.

Safety is another issue. The F35A is a new
 plane, and while the pre-deployment testing
 may be thorough, the number of hours of fly time is
 small. I don't think we should base a new plane
 in a civilian community until it has many hours of
 just regular flight time. The risk, while small, could
 be catastrophic. Shouldn't the new plane fly time
 be in a military setting?

SA-11

Another safety and health issue is the
 possibility of having to abort a mission and dump fuel.

SA-4

M935
SA-4
In Vermont that would be in LAKE Champlain
An important resource in this Area.

Because of the noise impact and safety
and health issues. I think the F-35A's
should be based in a less vulnerable
and populated area than the Burlington
International Airport in So. Burlington, Vermont.

respectfully,

Sten Marriott

Resolution Relating to

RESOLUTION 8.0
 Councilor Shannon
 Sponsor(s): _____

Introduced: 06/18/12

Referred to: _____

Action: amended; adopted

Date: 06/18/12

Signed by Mayor: 06/19/12

QUESTIONS FOR CONSIDERATION IN F-35 EIS

CITY OF BURLINGTON

In the year Two Thousand Twelve.....

Resolved by the City Council of the City of Burlington, as follows:

That WHEREAS, the City of Burlington is the owner of the Burlington International Airport and is responsible for its operations, its financial security, providing service to residents and businesses, and its impact on neighboring communities; and

WHEREAS, the Burlington International Airport depends on the Air National Guard as the primary provider of Crash Fire Rescue services to the commercial aircraft operations at Burlington, which represents a \$2.5 million contribution to the airport; and

WHEREAS the Burlington International Airport is a regional asset managed by the City of Burlington for the benefit of the region; and

WHEREAS the Burlington international Airport is key to attracting many large and small businesses to the Central Vermont region; and

WHEREAS the City of Burlington does not financially benefit from the management of the airport, as the airport is structured as an enterprise fund, independent from City finances; and

WHEREAS the Burlington International Airport and Air National Guard base (ANG) is being considered as a site for the placement of 18 F-35 fighter jets (ANG Scenario 1) or 24 F-35 fighter jets (ANG Scenario 2); and,

WHEREAS the Air National Guard contributes in the range of \$2 million in essential emergency services, annually to the Airport; and

WHEREAS it is in the interest of both the Airport, the region, and the state to assure the continued operation of the Air National Guard at the Burlington International Airport; and

WHEREAS, a Draft Environmental Impact Statement (DEIS) on the proposed basing has been completed; and

WHEREAS, the Draft Environmental Impact Statement (DEIS) for the F-35s states that the average flying days per year would be 260 days and further states that the basing would involve 5,486 operations per year under ANG Scenario 1 (average of 21 per day); and 7,296 operations per year

Resolution Relating to QUESTIONS FOR CONSIDERATION IN F-35 EIS

(average of 28 per day) under the ANG Scenario 2; and

WHEREAS, the Federal Aviation Administration (FAA) has determined that noise levels which exceed 65 db are "incompatible with residential use"; and

LU-1

WHEREAS, the proposed basing of the F-35 fighter jets substantially increases the area within the 65-85 db contour; and

WHEREAS, the DEIS states that 5,632 people in 2,516 households reside within the 65-85 db DNL zone under the ANG Scenario 1 and 6,675 people in 2,944 households resides within the 65-85 db DNL zone under the ANG Scenario 2; and

NS-14

WHEREAS, the peak noise generated by the F-35's is 7 to 17 db greater than the F-16's which is 1.6 to 3.2 times louder than the F-16s; and

WHEREAS, the increase in noise levels is not limited to the 65 DNL contour line, but will affect residents well outside the line including many residents of Burlington; and

WHEREAS, there is a large body of evidence demonstrating that real estate values decline as a result of increased noise levels; and

SO-1

WHEREAS, 1,578 existing housing units and up to 1,366 additional housing units, with a potential value of over \$700,000,000, will be located within the 65-85 db zone; and,

WHEREAS, there is debate as to what kind of changes would occur to our Air National Guard operations if Burlington is not selected for the F-35 basing; and

WHEREAS, there is an economic cost (as demonstrated above) of the proposed F-35 basing at the Burlington International Airport, and there are clear regional benefits of maintaining a strong Air National Guard presence at the Airport; and

WHEREAS, F-35s have been built, are flying today, and could come to Burlington for a demonstration;

NOW, THEREFORE, BE IT RESOLVED that the City of Burlington requests the Air Force address the following questions in their F-35 EIS so that the public can better understand the potential economic benefits and costs:

- With increased noise zones 65-85 dB DNL, will buyers be able to receive federally guaranteed loans (FHA and VA) financing?
- What kind of "special approvals" will be necessary in order to receive federally guaranteed loans?
- What additional disclosures will sellers within the 65 DNL contour need to sign in order to sell their homes?
- Will any residents be in an "Accident Potential Zone"?
- Will there be any risk of hearing impairment for adults, children and for infants due to F-35 training? On what do you base your answer?

SO-18

SA-6

NS-3

Page

Resolution Relating to

QUESTIONS FOR CONSIDERATION IN F-35 EIS

- Will the Air Guard continue to exist and support services at the Burlington International Airport if the F-35s are not based at the Burlington International Airport and the F-16s have exceeded their utility?

PA-16

AND, BE IT FURTHER RESOLVED that the City of Burlington requests that the Air Force bring an F-35 to the Burlington International Airport as soon as possible, so that residents can experience the actual noise level, rather than trying to infer how a loud a particular decibel increase will be experientially.

PI-4

lb/kas/c: Resolutions 2012/BIA - F-35s – Questions for Consideration re basing Fighter-bomber Jets at Airport, Air National Guard
6/14/12

* * * * *

DISTRIBUTION:

I hereby certify that this resolution
has been sent to the following
department(s) on

Linda Blanchard, City Attorney's Office
Air Force

ORIGINAL

RESOLUTION RELATING TO

Questions for Consideration in F-35 EIS

Recommended
Adopted by the City Council
June 18, 2012
[Signature] Clerk

Approved *June 19, 2012*
[Signature] Mayor
Vol. Page

Attest:
[Signature]
Lori Olberg
Licensing, Voting and Records Coordinator

* * * * *

June 20, 2012

Mr. Nicholas Germanos
 HQ ACC/A7PS
 129 Andrews St., Suite 337
 Langley AFB, VA 23665-2769

Dear Mr. Germanos:

I am against basing the F35s at Vermont Air National Guard ("VTANG") for the following reasons:	GO-1
1. The Environmental Impact Statement ("EIS") and the decision making process to base the F35s at VTANG are flawed. The socio-economic and wildlife impact sections of the EIS lack negative economic impact analysis case studies on property values and health and scientific data to back up statements about wildlife adaptation to higher noise levels.	SO-1 SO-3 BR-4
2. Information has not been provided. Air Force representatives were supposed to be at the Public Hearing on May 14, 2012 to answer questions regarding the EIS and they were not. The F35 Scoring Matrix for Basing Decision at VTANG does not make sense: VTANG should not have been scored 10 out of 16 points for environmental. I still haven't been able to get the Scoring Matrix for McEntire ANG and Jacksonville ANG and therefore I cannot confirm that the decision to award VTANG the "preferred site" status was fair and accurate.	PI-8 PA-4 PA-3
3. The EIS states that the increased noise of F35s compared to F16s would be 3 to 5 times louder (Vol. 1, page E.S11, Table 6-7) and the F35s are more likely than an F16 to crash due to minimal operational time. The F35s carry a lot more fuel than the F16s with external tanks, making them more dangerous and more likely to harm Lake Champlain when emergencies call for fuel to be dumped before landing. It is clear after reading the EIS that the F35 is not suited to be stationed at an Air National Guard base closely surrounded by heavily populated neighborhoods (mostly lower to middle income, in the case of VTANG). The health, safety and economic well being of Vermonters negatively affected by the substantial increase in noise from the F35s, especially those 1,366 households (compared to a total of 25 households at both McEntire ANG and Jacksonville ANG combined) within the increased 65 dB zone caused by basing 24 F35s at VTANG, needs great consideration as part of the basing decision. Although mission and operational considerations are important, negatively affecting the lives of 1,366+ households, a college, an elementary school and several churches is unjust.	SA-4
It is not fair to these people that the F35 basing would cause their living/working environments and homes to be classified as "unsuitable for residential use" by the FAA. HUD insured mortgages ^{are} not given for purchases of homes within a 65-76 dB zone making it much harder for these homeowners to sell their properties. The Air Force will	LU-1 SO-18

not be buying out any of these 1,366 affected homes. These 1,366 homeowners will be stuck living with unhealthy noise levels in devalued homes that they cannot sell and that the Air Force will not compensate them for.

4. It is unfair for the Air Force to claim it is necessary to base the F35s at VTANG in the name of a "national defense need" because there are other Air National Guard bases that are suitable for F35 beddowns and America would not be any less safe if F35s were not based at VTANG. Basing F35s at VTANG would be a borderline violation of the fifth amendment rights of the 1,366 homeowners whose life, liberty and property values would be in a way deprived from them as a result of the U.S. Government's and Air Force's decisions to base F35s at VTANG.

SO-9

5. Members of the VTANG and their fellow Vermonters that support them, including those neighbors who live around the VTANG facility deserve better from the United States Air Force. The Air Force decision to consider VTANG a "preferred site" for the F35 beddown has divided a patriotic community of Vermonters and put VTANG in the possible position of becoming bad neighbors by negatively affecting the health and economic well being of 1,366+ of its closest neighbors.

, VTANG (with its high performance rating) and Vermonters who support VTANG deserve to be given an alternative mission that is better suited for VTANG and its surrounding neighbors. VTANG deserves a mission that does not divide Vermonters and treat some homeowners unjustly. VTANG and its neighbors deserve a new mission that all patriotic Vermonters, including VTANG members and surrounding homeowners can unite around and fully support, while being fair to all parties involved.

Sincerely,



Steve Trono

cc: Kathleen Ferguson

Susannah and Andreas Eriksson

June 19, 2012

Ms. Kathleen Ferguson
Deputy Asst. Secretary of the
Air Force for Installations - SAF-IEI
1665 Air Force Pentagon
Washington, DC 20330-1665

We are parents of two young children who attend Chamberlain School, our local public elementary school. Are you aware that if the F35 bed down in the Burlington Vermont Airport comes to fruition the elementary school, along with over 1340 residential homes, will be placed in the over 65 decibel noise range? We are begging you to make the decision not to have the F35 bed down here where it will be in the midst of a densely populated residential neighborhood. I know that the environmental impact on a community is only one of your 5 criteria to consider but it is a crucial one. Our community can not survive, our homes will be deemed not suitable for residential use. Other locations being considered for this mission do not have the same conflict with residential neighborhoods. Please make the only sensible decision and that is to choose one of the other locations for the bedown. We are not anti military by any means and respect your mission but the negative impact on over 2000 residents should be considered as well.

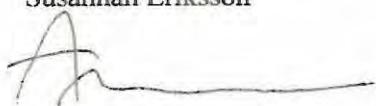
EJ-2

LU-1

Thank you.



Susannah Eriksson



Andreas Eriksson

RESPONSES TO COMMENTS DURING THE PUBLIC REVIEW AND COMMENT PERIOD

Airfields and Airspace-AA

Response Number	Comment Number	Comment Description	Response
AA-1	M084, M202, M339	Will there be regulations and procedures to assure that supersonic operation cannot occur outside of the designated areas of the ocean?	Operational regulations and procedures are already applied and followed and would not be affected by implementing any of the alternatives. Each base-specific Section 2.2.1 (Airspace Use) presents airspace configuration, whether supersonic operations are authorized, and how the F-35 would fly. Currently, pilots must comply with all FAA (e.g., JO 7400.8L) and Air Force regulations and procedures (e.g., Air Force Instruction 13-201 ACC Supplement) which delineates supersonic procedures, and this would not change under any of the alternatives.
AA-2	M085	What are the minimum altitudes for AGS planes on approach to Burlington International Airport? What policies are in place to ensure they do not violate minimum altitudes?	AGS F-16 (and the F-35A) aircraft must (and will) follow all FAA published flight approach altitudes and instructions just as all other aircraft on approach to Burlington International Airport. These established parameters were used in the noise modeling. Deviations from the FAA Federal Aviation Regulations (FARs) by any pilot, military or civilian, are the purview of FAA Air Traffic Controllers and can result in sanctions, to include suspension of pilot flight certificates.
AA-3	M131, M198	The DEIS did not specify how or if any low level training would occur with the F-35A. Maps showing MOAs did not also show MTRs linking the airspaces. If IR or VR will be used, please provide information in the EIS about how often and where F-35As will fly when operations are below 5,000 ft MSL.	The F-35A aircraft would not use MTRs and generally fly at higher altitudes than current fighter attack aircraft. F-35As do not need MTRs to enter or exit the military operations areas (MOAs). Rather, they can enter or exit the MOA anywhere (top, sides, or bottom). When in the MOAs, F-35A pilots will operate within established floors and ceilings of the specific airspace units (see revised Table 2-6 [Chapter 2]) for the type of training activities that would be done by F-35As and the airspace dimensions in which they would operate. Please refer to each of the base-specific sections at XX2.2.1 (e.g., BR2.2.1) and associated tables and figures identify the airspace units the F-35A will use.
AA-4	M131	The U.S. Department of the Interior encourages low level training flights occur outside National Park Service units in order to preserve the natural soundscapes of parks consistent with NPS Management Policies.	The Air Force will continue to adhere to existing policy, current avoidance areas, and agreements over National Parks, Monuments, Wilderness Areas, and Wildlife Refuges.
AA-5	M198	Are there any new low-level routes being considered for the F-35A? If so, where would new airspace be created for such routes? If the creation of low-level routes are not a part of this beddown/EIS, will low-level routes be used by the F-35A? Where will they be and how frequently will they be used?	No new low-level routes (or military training routes [MTRs]) are being considered. As presented in Section 2.1.2, the F-35A will use Military Operations Areas (MOAs), Air Traffic Control Assigned Airspace (ATCAAs), Restricted Areas, and Warning Areas. Low-level routes would not be used by F-35A operational aircraft. If training for future missions required the Air Force to use MTRs for F-35A continuation training or any F-35A-specific airspace modifications were to be required, these actions will undergo the appropriate level of environmental analysis prior to any action being taken.
AA-6	M209	Do current flight regulations offer protection for unpopulated or under-populated areas, or areas devoid of structures (e.g., State Parks, American Indian Reservations, Appalachian Trail segments)?	The Air Force will continue to adhere to existing policy, current avoidance areas, and agreements over National Parks, Monuments, Wilderness Areas, and Wildlife Refuges.

Airfields and Airspace-AA

Response Number	Comment Number	Comment Description	Response
AA-7	M209, M211	Concern about the frequency and duration of flights at or under 5,000 ft AGL (specifically those approaching the floor of 500 ft AGL).	Table 2-9 in Chapter 2 of the EIS shows the percentage of flight time by altitude for the F-35A, as well as for the aircraft it is replacing, at each alternative location. Only 5 percent of total F-35A flight time would be spent below 5,000 feet AGL. However, all established floors of airspace units will be adhered to by the F-35s (as are done now by current fighter aircraft). However, in the case of the Condor MOA, the Burlington AGS has agreed that if the floor of the MOA were lowered, they would still maintain their operations at or above the current (i.e., 7,000 feet above ground level) floor of the Condor MOA.
AA-8	HO151, HO153, HO157	Would prefer to see altitudes written in AGL as opposed to MSL because people are not necessarily aware of the elevation where they are living.	Every effort is made to describe airspace altitudes in accordance with FAA JO 7400.2. MSL is the elevation (on the ground) or altitude (in the air) of an object, relative to the average sea level. The elevation of a mountain, for example, is marked by its highest point and is typically illustrated as a small circle on a topographic map with the MSL height shown in either feet or meters or both. Because aircraft fly across vast landscapes, where points above the ground can and do vary, MSL is used to denote the “plain” on which the floors and ceilings of special use airspace are established and the altitude at which aircraft must operate within that special use airspace.
AA-9	M327	USFWS requests that military aircraft stay a minimum of 2,000 feet AGL over National Wildlife Refuges to reduce impacts to the mission of the refuges. USFWS also requests that Umbagog NWR and Poncherry be identified on navigational charts. USFWS also requests a phone number to notify the Air Force when flights occur at less than 2,000 feet and/or outside MOAs (which they have in the past).	The Air Force will continue to adhere to existing policy, current avoidance areas, and agreements over National Parks, Monuments, Wilderness Areas, and Wildlife Refuges. Should flights appear to deter from these established procedures, the USFWS should contact Burlington AGS Public Affairs Office. This applies to airspace associated with all alternative locations in the EIS; contact the associated base Public Affairs Office.

Air Quality-AQ

Response Number	Comment Number	Comment Description	Response
AQ-1	HO105, M040, M189, M200, M228, M242, M307, M333, M354, M360, M366, M933	Concern that F-35s will increase air pollution on and around the installation, especially during idling and aircraft preparation.	Each base-specific Section XX3.3.2.1 and XX3.3.2.2 evaluates emissions and potential impacts to air quality from F-35A operations (including taxiing, runups, idling, takeoffs, landings, and from aerospace ground equipment). As a result, the total anticipated emissions resulting from F-35-related construction and operations at each facility is set forth in the EIS. For purposes of determining whether the net change in emissions could be “environmentally significant” the net emissions results were compared to the major source thresholds for attainment pollutants under the Clean Air Act’s (CAA’s) Prevention of Significant Deterioration (PSD) permitting program as an indicator of significance. In each case, the net emissions results were below the chosen indicator of significance. Within the airspace for each location, it is anticipated that the majority of flight operations will occur above the mixing height. As noted on pg. 3-23’s discussion of “Mixing Heights” the EPA analysis has made the determination that emissions from aircraft occurring more than 3,000 feet above ground level are not generally measurable, and therefore have no detectible impact on air quality levels.
AQ-2	HW107, M933	Concern that toxic exhaust will fall on children and poison birds and animals.	The comments reflect unsubstantiated opinion. Please refer to section 3.4 in Chapter 3 for a discussion of the air quality impacts analysis methodology and to section 3.3 in Chapter 4 for each base (e.g., BR3.3; HL3.3, etc.) for a discussion of the applicable affected Air Quality environment and environmental consequences.
AQ-3	M204	The increases and negative effects of the six criteria air pollutants were underestimated in the EIS.	The comment reflects unsubstantiated opinion. See response to AQ-2.
AQ-4	M204	Higher concentrations of ozone will lead to smog within three years of the F-35 beddown.	The comment reflects unsubstantiated opinion. See response to AQ-2.
AQ-5	M204, M922	Concern over increased benzene levels.	The comment reflects unsubstantiated opinion. Please refer to section 3.4.5 Hazardous Air Pollutants in Chapter 3 for a general discussion of benzene at airports.
AQ-6	M204	The F-35A beddown will cause exceedance of de minimis activity for NAAQS air pollutants and will violate Section 176 of the Clean Air Act.	The comments reflect unsubstantiated opinion. Hill AFB is the only alternative found within a nonattainment/maintenance area where the Clean Air Act Section 176(c) Conformity Rule applies. Section HL3.3.1.2 evaluates the increase in emissions as a result of construction and F-35A operations and, cumulatively, they would not result in an exceedance of applicable de minimis thresholds. (see Table HL3.3-2, Table HL3.3-3, Table HL3.3-4, and Table HL3.3-5).
AQ-7	M204	The DEIS fails to provide information for the worst case scenario for air pollution.	The requirement to prepare a "worst case analysis" was rescinded by the President's Council on Environmental Quality (CEQ) Final Rule published at Vol. 51, Federal Register, pg. 15,618 (April 25, 1986).

Air Quality-AQ

Response Number	Comment Number	Comment Description	Response
AQ-8	M242	The increased exhaust pollutants from the F-35A, deposited over wide areas, will fall liberally on farms and fields, leading to a contamination of food sources.	The comment reflects unsubstantiated opinion. See response to AQ-2.
AQ-9	M228, M362	Concern with increased use of fossil fuels by the F-35A and its contribution to global warming.	Each base-specific section XX3.3.1.2 and XX3.3.2.2 of the EIS evaluates potential impacts to air quality from F-35A operations, including the potential for F-35A operations to contribute to greenhouse gases (GHG) as measured in carbon dioxide equivalents. In some cases, the net GHG emissions will be less than existing sources, and in some cases they will be more. However, given the global nature of climate change and the current state of the science, it is not useful at this time to attempt to link the emissions quantified for local actions to any specific climatological change or resulting environmental impact. Nonetheless, the GHG emissions from the No-Action Alternative and the Proposed Action alternatives have been quantified to the extent feasible in this EIS for information and comparison purposes among alternatives, only.
AQ-10	M346	Since the Champlain Valley AQCR has been designated as either in attainment, unclassified, or better than national standards for NAAQS pollutants, does this mean that an analysis of possible additional pollutants was not done? When will another assessment of air quality to be done if the F-35A were to be based at Burlington IAP?	Analysis of all emissions was included in the EIS. Chapter 3, section 3.4.1.2 and Section BR3.3 of the EIS explain the methodology used in the air quality analyses. Burlington AGS is within the Champlain Valley AQCR, an area that has not been designated as in nonattainment or in maintenance, therefore a conformity analysis was not required. However, all emissions generated by aircraft operations (including aerospace ground equipment, engine runups, and flight operations occurring below the 3,000 ft mixing height) were evaluated within the Champlain Valley AQCR. Section BR3.3.1.2 presents emissions that would be generated within the AQCR by the two scenarios and compares these emissions against baseline conditions and the NAAQS standards. No additional analysis of Air Quality impacts is required to be completed other than the analysis presented in this document prior to placement of the F-35A at Burlington IAP, if that decision were to be made. See also response to comments AQ-3 and AQ-7.

Biological Resource-BR

Response Number	Comment Number	Comment Description	Response
BR-1	M131	The U.S. Department of the Interior encourages the Air Force to continue to work closely with the Idaho Department of Fish and Game to identify and implement conservation measures for greater sage-grouse local populations, including those measures that address the potential effects of increased aircraft noise.	The Air Force would continue to coordinate with the Idaho Department of Fish and Game concerning conservation measures for the greater sage-grouse populations. Section MH3.8.2.2 of the EIS notes that no effects are expected to the greater sage grouse due to the random nature of flight and large area of land overflow, the F-35A's use of higher altitudes, and studies which indicate that animals tend to habituate to sonic booms.
BR-2	M131	The U.S. Department of the Interior recommends that the Revised Draft EIS state that the proposed F-35 operational wing beddown will comply with conservation measures for slickspot peppergrass (<i>lepidium papilliferum</i>) as identified within the updated 2012 Mountain Home AFB INRMP.	This information was added. Please see changes in the text at Section MH3.6.2.2: Mountain AFB would continue to follow mitigation and monitoring efforts (as outlined in Section 4.6 and Appendix 9 of the 2009 INRMP and those that will be outlined in the 2012 INRMP) to ensure preservation of sagebrush habitat from grazing, invasive species, wildfires, and routine maintenance activities.
BR-3	HO054, HO095, HO157, HO161, HW127, M195, M210, M232, M238, M346	Concern for impacts to general wildlife.	Base-specific sections 3.6, 3.7, and 3.8 of the EIS evaluate potential impacts to terrestrial, aquatic, and special status species. For example, Section BR3.6, BR3.7, and BR3.8 note that no adverse effects are expected to wildlife species due to the decrease in airfield and airspace operations as well as the F-35A using higher altitudes than F-15 and F-16 aircraft. Noise effects to specific wildlife species is addressed in Appendix C, at Section C2.6.
BR-4	M126, M127, M140, M196, M937	How was the determination made that "no impacts to wildlife, threatened and endangered species, wetlands, or plants would occur"? Personal experience indicates that domestic and wild animals have noticeable reactions when planes like the F-16 fly over them.	General noise effects were evaluated in the EIS at base-specific sections 3.6, 3.7, and 3.8. Responses to noise by wildlife and livestock (which are not location specific) are also addressed in Appendix C, Sections C2.6.4 and C2.6.5 so that they would not have to be repeated throughout the six base sections. No adverse or significant impacts are anticipated by noise generated by the F-35A in the airspace or at the airfields. Wildlife that have already been habituated to F-16 operations would experience no perceptible changes due to F-35A operations.
BR-5	M131, M213	The U.S. Department of the Interior recommends that the noise analysis (including Appendix C) of the Revised Draft EIS considers additional information in describing the potential effects of increased supersonic noise disturbance on the greater sage-grouse as well as other wildlife species.	Each of the base-specific sections: noise (3.2), wildlife (3.6), and threatened and endangered species (3.8) present noise levels and their potential effects to humans and wildlife. Specific response to noise by sage grouse is addressed in Appendix C, Section C2.6.6 (which was updated to reflect specific information associated with sage grouse. There would be no adverse or significant noise impacts.

Biological Resource-BR

Response Number	Comment Number	Comment Description	Response
BR-6	M131	Noise generated by military training activities may affect individual sage-grouse by interfering with seasonally important behaviors and use of habitat, including lekking, nesting, brood-rearing, and wintering. Please consider current research about greater sage-grouse responses to noise, including from Dr. Gail Patricelli and the University of California, Davis.	See Response BR-5 and BR-8.
BR-7	M131	The U.S. Department of the Interior encourages the Air Force to implement conservation measures designed to avoid or minimize the effects of noise disturbance on the greater sage-grouse associated with the proposed action in the Owyhee North and Jarbidge North airspace areas.	See Response BR-5 and BR-8.
BR-8	M131	The U.S. Department of the Interior recommends that the preferred alternative in the Revised Draft EIS address the minimization of effect to migratory birds through best management practices as described in the MHAFB 2012 INRMP and the base BASH plan.	Text has been revised in Section MH3.6.2.2 to reflect the specific guidelines that will be adhered to protect these species (per comment regarding INRMP). In addition, Section C2.6.6 has been added to Appendix C and presents noise effects to upland game birds, including the greater sage-grouse.
BR-9	M213	The DEIS states that there are no anticipated effects to sage grouse from the proposed changes in sub- and supersonic operations and that animals (including the sage grouse) tend to habituate to sonic booms with no long-term adverse effects. This contradicts recent research by Blickley et al. 2012, which suggests that intermittent noise has a greater effect on lek attendance than continuous noise.	See Response BR-5 and BR-8.
BR-10	HO156, HO161, HW127, M338, M363	Concern for startle and resulting injuries to domestic livestock.	General noise effects to livestock (regardless of their specific location) from noise are addressed in Appendix C, Section C2.6.1; no adverse or significant impacts are anticipated.
BR-11	M326	A pair of bald eagles feeds on ducks at the junction of Muddy Brook at the Winooski River in February. Were bald eagles addressed?	Bald eagles are addressed in BR3.8.1 specifically and generally in Appendix C, Sections C2.6.4 and C2.6.5. The appendix was updated to reflect further information; however, the conclusion does not change. No adverse or significant impacts are anticipated. Also see response to BR-12.

Biological Resource-BR

Response Number	Comment Number	Comment Description	Response
BR-12	M347	The discussion of threatened, endangered, and special status species under airspace associated with Burlington AGS omits occurrences of various species that occur within the Adirondack Park.	Revisions have been made to section BR3.8.2.1 to reflect these species as an example. Since there are hundreds of miles and four states that the airspace occurs, a complete list would not be possible. However, while not every species is listed, as presented in section BR3.8.2.2, there would be no adverse impacts to threatened or endangered species for the following reasons: 1) the probability of an animal or nest experiencing overflights more than once per day would be low due to the random nature of flight within the airspace and the large area of land overflown; 2) the F-35A would fly at higher altitudes than F-16 aircraft with the majority (95 percent) of operations occurring above 5,000 feet AGL; 3) operations under 5,000 feet AGL would occur less frequently than what is found under baseline conditions; 4) noise levels would increase by 6 dB Ldnmr in the Viper Complex and by 7 dB Ldnmr in Yankee Laser, although they would not exceed 56 dB Ldnmr. As this area is currently used by F-16 aircraft, wildlife should be habituated to the noise; and 5) supersonic flight would not occur over land, but a minimum of 15 nm offshore.
BR-13	M327	A greater number of species of concern are known to be present on Umbagog NWR and the Pondcherry Division of the Silvio O. Conte NFWR than are acknowledged in the Draft EIS.	See Response BR-12.
BR-14	M327	The list of species potentially impacted on BR4-53 is inadequate and includes a species that doesn't occur in the east (<i>taxidea taxus</i>) and a species that doesn't even occur on this continent (<i>xerus erythropus</i>).	See Response BR-12.
BR-15	M327	Section 3.6.2.1 lists common species, but Umbagog NWR and the Pondcherry Division (Silvio O Conte NFWR) are important for a large number of migratory birds; there are 129 bird species that nest at Pondcherry and 103 bird species that nest at Umbagog. Both include National Natural Landmarks and Important Bird Areas. The Pondcherry Division also includes a National Recreation Trail.	Each of the base-specific sections: noise (3.2), wildlife (3.6), and threatened and endangered species (3.8) present noise levels and their potential effects to humans and wildlife. Noise impacts to migratory birds that could be found in all six location alternatives are addressed in Appendix C, Section C2.6.7 (for the sake of being non-encyclopediaic). See also Response BR-12.
BR-16	M327	Section BR3.6.2.1 should include New Hampshire in the list of states associated with Burlington AGS airspace.	See Response BR-12.

Biological Resource-BR

Response Number	Comment Number	Comment Description	Response
BR-17	M327	Although the EIS cites studies that found no significant impact of overflights to wildlife, the majority of wildlife disturbance studies, including those that have found "no significant impacts" have also concluded the caveat that wildlife response to disturbance is extremely variable. Low elevation flights over wildlife refuges are infrequent and wildlife is usually not exposed to enough flights to habituate. Some studies have shown bald eagles slow to habituate (Fraser et al. 1985); waterfowl also appear to be sensitive to aircraft disturbance (Davis and Wiley 1974, in Knight and Gutzweiler 1995). The ability of wildlife to habituate may be compounded when disturbances occur at unpredictable intervals when training is no longer confined to MTRs. Given uncertainties and a lack of more specific information on the sensitivity to aircraft disturbance to many of the refuge's species, the USFWS believes a stricter noise standard and an increased buffer are appropriate over NWRs.	The majority of F-35A flights would occur above 15,000 ft mean sea level (MSL) and not undertake low-level training (only 5% of total F-35A operations would occur below 5,000 ft AGL), or operate in military training routes. The Air Force will continue to adhere to existing policy, current avoidance areas, and agreements over National Parks, Monuments, Wilderness Areas, and Wildlife Refuges. See also response BR-12.
BR-18	M327	Section BR 3.6.2.2 only discusses bird strikes and concludes that there will be no impacts to migratory birds. Discussion of the potential impacts to nesting migratory birds from low-flying aircraft noise is missing.	See responses to BR-12 and BR-17.

Cultural Resources-CR

Response Number	Comment Number	Comment Description	Response
CR-1	M004	Request for Section 106 Consultation if location is chosen for basing.	The Air Force thanks the South Carolina Archives and History Center for its review of the Draft EIS. A Section 106 consultation letter was sent to the South Carolina State Historic Preservation Office in October 2012; they responded in April 2013 that they concurred with the Air Force conclusion of no adverse impacts. The Georgia SHPO was also sent a Section 106 letter in October 2012 by Shaw AFB/McEntire JNGB requesting any negative responses on the findings presented in the EIS; to date, no further correspondence has been received from the Georgia SHPO.
CR-2	M004	Was an Area of Potential Effect (APE) identified for direct and indirect effects and were historic properties within the APEs identified?	The APE was identified in Chapter 3, section 3.10.2 for the base and areas underlying the airspace. As the commenter notes, the base-specific cultural resource section (XX3.9) did not specifically identify the APE; however, each of the sections (XX3.9) were updated to include identification of the APE and potential impacts. In no instance, however, are there adverse effects in the base associated APE or the underlying airspace APE.
CR-3	M071	A cultural resource survey for Jacksonville AGS was conducted in 2010 for the proposed action. The FL Department of State needs to receive and review this report before providing comments on the EIS.	A cultural resource survey was sent to the Florida SHPO in 2010 and follow on correspondence with the SHPO indicated their concurrence with the no effect conclusion. Please see written comment M234 and a copy of letter in Appendix B.
CR-4	M057, M251	Noise from the F-35 would be disruptive to religious ceremonies, including congregations that incorporate music into religious services.	Noise due to aircraft overflight could occur and in each alternative-specific noise discussion (Section 3.2.1.2), impacts to sensitive noise receptors (such as religious institutions) were evaluated in terms of noise levels and speech interference. While instances of disruption could occur, they would be of short duration and inconsistent.
CR-5	M180	What level of effort and documentation will be undertaken by the Air Force, Vermont ANG and/or the Burlington International Airport to identify and evaluate historic buildings within the expanded 65 dB noise contour?	All National Register eligible resources on Burlington AGS were identified within areas exposed to 65 dB DNL or greater. Information was added to Section BR3.9.1.2 to address impacts to National Register listed resources outside AGS boundaries found within the 65 dB DNL or greater noise contour bands. General noise effects on structures and historic and cultural sites (which are applicable to any of the six locations) were presented in Appendix C in Sections C2.8 and C2.10, respectively. Section C2.10 was revised to reflect further information.

Cultural Resources-CR

Response Number	Comment Number	Comment Description	Response
CR-6	M180	How will the Air Force, the Vermont ANG and/or the Burlington International Airport ensure compliance with Section 106 of the National Historic Preservation Act if historic buildings within the expanded 65 dB noise contour are proposed for demolition as a noise reduction measure?	The buyback program currently being conducted around Burlington IAP is part of the 2008 Noise Compatibility Program Update described in Section BR3.10.1. This plan is an agreement between the City of Burlington, the Burlington IAP, and the FAA to acquire properties to reduce or eliminate land use compatibilities between land use and aircraft noise. While Congress has given the FAA authority to spend taxpayer money for mitigating noise at noise-sensitive receptors (such as historic properties) in relation to airport construction or expansion, it has not given the military Services any similar general authority.
CR-7	M180	Will F-35 flyovers, take-offs and landings produce increased vibrations that could adversely affect historic buildings, specifically masonry structures, within the expanded 65 dB noise contour? If so, can you provide data as to the level of potential vibrations and effects on historic resources, taking into account cumulative effects over several years of exposure?	The noise modeling does not show effects vibrationally or structurally. As presented in Appendix C, in Section C2.8 (Structures) and revised Section C2.10. This information is provided in an appendix because these type of impacts are not site dependent and would apply to all alternative locations.
CR-8	M180	The EIS does not address the potential for significant adverse effects on historic resources if houses within the expanded 65 dB will become candidates for purchase and demolition, or if vibrations have the potential to adversely affect historic structures over a long period of time. Will the Revised Draft EIS take into account these potential effects?	The EIS does address potential effects to historic properties. Noise levels are presented in BR3.2.1 (noise) and BR3.9.1 (cultural resources). General noise impacts to structures is presented in Appendix C, in Section C2.8 and revised Section C2.10. See also Responses to CR-6 and CR-7.
CR-9	M180	Vermont SHPO requests a larger and more detailed map of the areas within the expanded 65 dB noise contour? A map with street names identified will help us better understand which neighborhoods and (historic) buildings are included with this area.	Geographic Information System (GIS) data layers were provided to South Burlington City Manager (Mr. Sanford Miller) on 13 August 2012. The SHPO may request that data from the City.

Cultural Resources-CR

Response Number	Comment Number	Comment Description	Response
CR-10	M234	The Florida Dept of State has reviewed the information for Jacksonville AGS for possible impact to historic properties listed, or eligible to be listed, for the NRHP. Twenty eight properties were evaluated and FDS concurs that no historic properties will be affected by the proposed action at Jacksonville AGS.	The Air Force thanks the Florida Department of State for its review of the Draft EIS.
CR-11	M326	The archaeological footprint in the area of Burlington International Airport appears to be too small. It should extend further west across to road into the tree line.	The footprint is correct, all areas subject to ground disturbance under the proposed action have been surveyed for cultural and archaeological resources. No ground disturbance will take place in areas with National Register of Historic Places-eligible archaeological sites.
CR-12	M931	Draft EIS does not consider or suggest any way to resolve adverse impacts of noise and property devaluation with respect to properties eligible for listings on the Federal Register as historic districts as protected by Section 106 of the National Historic Preservation Act.	Text was added in base-specific Sections 3.11.1.2 and general (not historic properties) property values information, applicable to all six locations, was added in Appendix C, Section C2.7. Additional information including more recent references was added to Appendix C. Refer to response CR-9; no NHRP-listed or eligible properties are anticipated to be adversely affected by noise levels 65 dB DNL or greater.

Cumulative Impacts-CU / Facilities and Services-FS

Response Number	Comment Number	Comment Description	Response
CU-1	M208, M354	The DEIS provides six independent cumulative impact for the same alternative is contrary to the NEPA and CEQ requirement to analyze the cumulative impact of the entire alternative. Please describe how the DEIS meets the analysis of cumulative impact as required by NEPA and CEQ.	Cumulative effects analysis specifically addresses the environmental impacts of past, present, and reasonably foreseeable actions in the region where an action may be undertaken. Cumulative actions are integrated into the baseline conditions for each resource. This includes operations from all aircraft, including civil aircraft, at each base and airspace and assessing the noise impacts from all cumulative flight actions throughout the document. In addition, the EIS cumulative effects analysis identifies specific projects with the potential for cumulative effects and evaluates those effects. For example, Section MH4.1 defines different ongoing and reasonably foreseeable actions and assesses cumulative consequences, including noise contours.
FS-1	M346	Population increases from F-35A basing predicted by the DEIS would lead to increased demand in city services and natural resources, including potable water, wastewater treatment, natural gas, electricity, solid waste management, etc. Will the Air Force provide financial assistance to affected cities to meet these additional needs?	Each base-specific Section 3.13.1.2 describes the potential increase in demand for city services and natural resources. An increase in demand for services would only occur at Burlington AGS and Jacksonville AGS. The increase would be well within the capacity of community services to provide. No additional financial assistance would be required to meet the needs of providing these services.

Environmental Justice-EJ

Response Number	Comment Number	Comment Description	Response
EJ-1	M040, M220, M354, M356, M360, M362, M371	F-35 basing will result in the degradation and/or destruction of low-income residential neighborhoods.	Each base-specific Section 3.12.1.2 evaluates whether there is the potential for disproportionate impacts to minority or low-income populations. For example, Section BR3.12.1.1 notes that existing airfield noise disproportionately impacts minority and low-income persons when compared to state levels. This would not change under either of the basing scenarios, F-35A beddown noise impacts (BR3.12.1.2) would continue to disproportionately affect low-income and minority populations. See also response to LU-1 and LU-3.
EJ-2	HW095, M121, M169, M173, M185, M187, M197, M201, M202, M214, M220, M227, M240, M307, M309, M317, M320, M324, M330, M346, M352, M366, M368, M369, M371, M374, M859, M868, M869, M880, M884, M902, M938	Concern for interference with learning or adverse impacts to children from noise.	In compliance with Executive Order 13045 Protection of Children from Environmental Health Risks and Safety Risks), the EIS evaluates and identifies (see base-specific Sections 3.2.1.1 and 3.2.1.2) potential effects to noise exposure, speech interference, classroom speech interference, sleep disturbance, and potential for hearing loss. Each Base Section 3.12.1.2 identifies the schools and child care centers that would be affected by noise considered to be incompatible with educational services as developed by the American National Standard's Institute's 2009 Acoustical Performance Criteria, Design Requirements, and Guidelines for Schools. Appendix C, Sections C2.5.4 and C2.5.5, provide more information of general noise effects on children and learning and cognitive abilities, respectively, that is applicable to all six locations.
EJ-3	M046, M098, M110, M126, M127, M163, M169, M204, M221, M225, M315, M340, M349, M354, M367, M368, M369, M373, M855, M859, M927, M934	The EIS indicates that there will be an "unavoidable" increase in the number of people affected by noise, including a disproportionate increased impact on minority and low-income people.	The unavoidable impacts noted here were related to the graphic provided in the Executive Summary and not in the EIS itself. The graphic was an attempt to portray a more simplified approach to comparing impacts among the six basing locations; however, the graphic has since been removed. As noted in the EIS, there will be noise impacts that are unavoidable, however, the Air Force and Air Guard Station would continue to work with the community to ensure adverse impacts are avoided to the greatest extent possible. Burlington AGS will continue current quiet hours program and flight restrictions to reduce noise effects to the community by F-35A operations.
EJ-4	HW005	Fact sheet used in public hearings indicated disproportionate impacts to minority and low-income populations. This is misleading and potentially inflammatory.	These materials disseminated at the meetings were for summary purposes, the EIS more closely portrays the impacts to these populations. Following an update using 2010 census data, under baseline conditions, the proportion of minority and low-income populations living in Sumter County (51% minority and 18% low-income) is greater than that found on a state-wide basis (32% minority and 17% low-income). As presented in Section SH3.12.1.2, the percent of environmental justice populations affected by noise levels would change from baseline conditions and would continue to be disproportionate when compared to state-wide proportions.

EJ-5	M220	Concern that low-income and minority populations were not provided an equal opportunity to influence the decision making process for F-35A basing.	The Air Force believes that equal opportunity was provided for all people. The Draft EIS was widely distributed and made available online as well as in local libraries. Advertisements and public service announcements were made to reach out to the communities potentially affected by the proposal. Scoping meetings were held early in the process and at 20 locations associated with the six basing alternatives. Public hearings were also held in over 20 locations following publication of the Draft EIS. In accordance with Executive Order 12898 (Environmental Justice for Low Income and Minority Populations), the Air Force evaluated and identified any potential disproportionate impacts on minority and low-income populations and presented this information in the EIS.
EJ-6	M346	DEIS used incorrect 2000 Census data for assessment. On page BR4-72 it indicates a 13 percent population increase from 2000 to 2010 (14,879 to 17,904). This is actually a 20 percent increase.	The commenter is correct, it is a 20 percent increase; however, upon incorporation of the 2010 Census data (http://quickfacts.census.gov/qfd/states/50/5066175.html), City of South Burlington population was 15,814 in 2000 and grew 13.2% by 2010, to 17,904. In addition, the town of Winooski was added to the analysis because this community is affected by about half of the noise contours. Text in Section BR3.12.1.1 and BR3.12.1.2 were revised to better identify impacts to minority and low-income populations when compared to the entire population of the two communities, county, and state.
EJ-7	M346	In some sections more recent Census 2010 data is used; in other sections 12-year old Census data (2000) is used, some of which is incorrect. Use of older data may result in a false conclusion that fewer minority and low-income communities and children are affected. Request that current 2010 Census data be used and recalculations of affected EJ populations be made.	As stated in Section 3.12.2, data presented were collected from a variety of sources including U.S. Census Bureau 2010 Census, American Community Survey, Bureau of Economic Analysis, Departments of Labor, and the Air Force. Data in the Draft EIS were presented for the most recent year where comparable data were available across the six basing locations. However, this version of the EIS was updated and the impacts re-evaluated using the U.S. Census Bureau's, American Community Survey 2006 to 2011 census block group estimates.

EJ-8	M346	<p>U.S. Census data from 2000 was used to assess the effect on minority and low-income populations and children. The DEIS shows that that total population affected increases by 48 percent; however the Census data used is incorrect: correct data shows that from 2000 to 2010, the population in South Burlington increased over 20 percent. Therefore, the accuracy of the overall number of persons the DEIS cites as affected (6,675) is questionable as is the number of minority and low income persons and children.</p>	<p>The commenter is correct; as noted in the Draft EIS, Census 2000 data were used in some sections because the Census 2010 did not record the same level of data as was found in the Census 2000 (i.e., the level of data required to calculate minority and low-income populations within noise contour bands across all six basing locations). However, since publication of the Draft EIS, this level of detail (at the block group level) was published by the U.S. Census Bureau in their American Community Survey (5-year estimate, 2006-2010). These data were used in this version of the EIS and each of the base-specific sections at 3.2.1.1, 3.2.1.2, 3.12.1.1, and 3.12.1.2 were revised and the analyses updated. See also response to comments EJ-6 and EJ-7.</p>
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General Opposition-GO

Response Number	Comment Number	Comment Description	Response
GO-1	HO089, HO096, HO098, HO100, HO110, HO113, HO129, HO135, HO146, HO156, HW074, HW076, HW080, HW083, HW085, HW087, HW089, HW093, HW107, HW112, HW114, HW120, HW127, M046, M057, M063, M069, M086, M093, M094, M096, M098, M107, M110, M112, M114, M124, M126, M127, M128, M129, M130, M134, M135, M138, M140, M145, M146, M147, M163, M169, M173, M179, M185, M187, M194, M196, M197, M200, M201, M202, M204, M205, M211, M212, M215, M216, M217, M218, M219, M220, M221, M222, M223, M224, M225, M226, M227, M231, M233, M237, M238, M239, M242, M243, M244, M247, M248, M249, M251, M254, M255, M256, M258, M270, M273, M275, M277, M278, M279, M281, M285, M287, M290, M292, M293, M297, M298, M302, M303, M304, M307, M309, M313, M314, M315, M318, M319, M320, M321, M322, M323, M324, M328, M329, M330, M331, M333, M334, M335, M338, M339, M340, M341, M345, M346, M348, M349, M355, M358, M359, M360, M361, M362, M363, M364, M365, M366, M367, M368, M372, M373, M374, M376, M378, M473 (petition), M474 (petition) M475, M852, M855, M856, M858, M859, M864, M865, M869, M871, M874, M877, M880, M882, M884, M885, M889, M891, M892, M895, M897, M900, M902, M903, M920, M927, M930, M932, M933, M934, M935, M937	General opposition to F-35A operational basing.	In accordance with the National Environmental Policy Act, the Air Force is considering the environmental impacts of basing of F-35A operational aircraft, which includes full consideration of all comments provided during the public comment period of the Draft EIS.
GO-2	HO060, HO088, HO090, HO105, HO108, HW090, HW094, HW095, HW103, HW105, M002, M033, M040, M052, M056, M070, M081, M083, M085, M087, M097, M116, M117, M122, M123, M125, M162, M165, M167, M170, M184, M189, M191, M192, M195, M206, M210, M214, M232, M236, M240, M245, M246, M250, M252, M271, M272, M352, M890	Opposed to F-35A due to the F-35A being louder than current aircraft and extending noise over a larger area.	The EIS presented noise levels for both current fighter aircraft and the F-35A. The EIS uses cumulative and single-event noise metrics to communicate expected changes in noise under beddown scenarios. Discussion of these noise metrics can be found in each base-specific section XX3.2. See also responses to NS-3, NS-4, NS-8, NS-12, NS-14, and NS-22.

General Opposition-GO

Response Number	Comment Number	Comment Description	Response
GO-3	M344, M476, M477, M478, M479, M480, M481, M482, M483, M484, M485, M486, M487, M488, M489, M490, M491, M492, M493, M494, M495, M496, M497, M498, M499, M500, M501, M502, M503, M504, M506, M507, M508, M509, M510, M511, M512, M513, M514, M516, M517, M518, M519, M520, M521, M522, M523, M524, M525, M526, M527, M528, M529, M530, M531, M532, M533, M534, M535, M536, M537, M538, M539, M540, M541, M542, M543, M544, M545, M546, M547, M548, M549, M550, M551, M552, M553, M554, M555, M556, M557, M558, M559, M560, M561, M562, M563, M564, M565, M566, M567, M568, M569, M570, M571, M572, M573, M574, M575, M576, M577, M578, M579, M580, M581, M582, M583, M583, M585, M586, M587, M588, M589, M590, M591, M592, M593, M594, M595, M596, M597, M598, M599, M600, M601, M602, M603, M604, M605, M606, M607, M608, M609, M610, M611, M612, M613, M614, M615, M616, M617, M618, M619, M620, M621, M622, M623, M624, M625, M626, M627, M628, M629, M630, M631, M632, M633, M634, M635, M636, M637, M638, M639, M640, M641, M642, M643, M644, M645, M646, M647, M648, M649, M650, M651, M652, M653, M654, M655, M656, M657, M658, M659, M660, M661, M662, M663, M664, M665, M666, M667, M668, M669, M670, M671, M672, M673, M674, M675, M676, M677, M678, M679, M680, M681, M682, M683, M684, M685, M686, M687, M688, M689, M690, M691, M692, M693, M694, M695, M696, M697, M698, M699, M700, M701, M702, M703, M704, M705, M706, M707, M708, M709, M710, M711, M712, M713, M714, M715, M716, M717, M718, M719, M720, M721, M722, M723, M724, M725, M726, M727, M728, M729, M730, M731, M732, M733, M734, M735, M736, M737, M738, M739, M740, M741, M742, M743, M744, M745, M746, M747, M748, M749, M750, M751, M752, M753, M754, M755, M756, M757, M758, M759, M760, M761, M762, M763, M764, M765, M766, M767, M768, M769, M770, M771, M772, M773, M774, M775, M776, M777, M778, M779, M780, M781, M782, M783, M784, M785, M786, M787, M788, M789, M790, M791, M792, M793, M794, M795, M796, M797, M798, M799, M800, M801, M802, M803, M804, M805, M806, M807, M808, M809, M810, M811, M812, M813, M814, M815, M816, M817, M818, M819, M820, M821, M822, M823, M824, M825, M826, M827, M828, M829, M830, M831, M832, M833, M834, M835, M836, M837, M838, M839, M840, M841, M842, M843, M844, M845, M846, M847, M848, M849, M850	Opposed to F-35A basing at Burlington International Airport for multiple reasons including the potential designation of areas "incompatible with residential use," the purchase and/or demolition of residential areas, a significant reduction in property values, loss of tourism revenue, and an overall reduction in quality of life.	The EIS quantifies areas and residential populations subject to noise levels of 65 dB DNL or greater in this manner because land use compatibility guidelines, as defined by FICUN and adopted by the DoD, indicate that residential areas subject to these noise levels would be considered incompatible unless additional noise level reduction measures were implemented. Individuals within areas designated as incompatible have an increased potential for annoyance, Section 3.11 of the EIS notes that these guidelines are not mandatory, but rather are recommendations to serve as the best means for determining noise impacts in communities near civilian and military airfields. The Air Force does not have the authority to deem residential land use as incompatible. As such, the Air Force does not propose purchasing or demolishing any residential areas. The ongoing homebuyer program is conducted by the City of Burlington and the FAA as a result of the Burlington IAP's Part 150 Noise Compatibility Program study. Section BR3.11 and Appendix C, Section C2.7 of the EIS acknowledges the potential and extent of noise from the F-35A has to affect property values. For communities concerned about effects to tourism and tourism revenues, the EIS notes in Section BR3.2 and BR3.10 that average noise levels and the number of overflights would change and be noticeable in some recreation areas. Some individuals who experience this increase in noise or overflights may be annoyed and this could interfere with the quality of their recreation; however, the F-35A would be conducting activities similar to those the F-16 currently do, activities under which tourism-based businesses are able to operate. The Air Force recognizes that some individuals may feel that they have experienced a reduction in quality of life; however, impacts to quality of life are not possible to quantify, since any potential measurement would be based on a set of subjective experiences that are highly variable among individuals. The EIS does provide several indicators, such as the percentage of the population that would be highly annoyed by noise, as an estimate to predict quality of life impacts. See also responses to comments dealing with land use at LU-2, LU-5, LU-7, and LU-18; noise NS-3, NS-4, NS-8, NS-12, NS-14, and NS-22; and socioeconomics SO-1, SO-3, SO-4, SO-7, SO-13, SO-15, SO-17, SO-18, SO-23, and SO-24.

General Opposition-GO

Response Number	Comment Number	Comment Description	Response
GO-4	M381, M382, M383, M384, M385, M386, M387, M388, M389, M390, M391, M392, M393, M394, M395, M396, M397, M398, M399, M400, M401, M402, M403, M404, M405, M406, M407, M408, M409, M410, M411, M412, M413, M414, M415, M416, M417, M418, M419, M420, M421, M422, M423, M424, M425, M426, M427, M428, M429, M430, M431, M432, M433, M434, M435, M436, M437, M438, M439, M440, M441, M442, M443, M444, M445, M446, M447, M448, M449, M450, M451, M452, M453, M454, M455, M456, M457, M458, M459, M460, M461, M462, M463, M464, M465, M466, M467, M468, M469, M470, M471, M472, M860, M861, M863, M866, M870, M878, M896, M898, M899, M901, M904, M905, M906, M907, M908, M910, M911, M913, M914, M915, M916, M917, M918, M919, M921 M923, M924, M925, M926, M928, M929	Opposed to F-35A basing at Burlington International Airport due to concerns over significant potential impacts to the city of Winooski, VT. Primary issues include the declaration of the majority of Winooski as unfit for residential use; negative effects on the recently-revitalized downtown area, significant reductions in property values and quality of life, hearing damage to children from playing outdoors or when windows are opened, and the degradation of neighborhoods due to noise leaving behind only low-income or minority residents who can't afford to live elsewhere. Indicates that the Air Force (or some other entity) should reimburse affected individuals for lost property values so that they can afford to relocate.	As noted in the BR3.10.1.2 in the Draft EIS, the change in noise levels as a result of the F-35A may result in potential effects to land use planning; however, only local governments have the authority to regulate land use and approve development permits in the vicinity of the airfields. The Air Force (and in this case, the Air National Guard and Burlington International Airport) works with local planning entities to promote compatible uses to the extent feasible, taking into consideration military mission requirements. Only the FAA has been given the authority by Congress to use taxpayer money for mitigating noise impacts from airport expansions. The Air Force does not have the authority to reimburse homeowners for lost property values. Each base-specific Section 3.2.1.2 discusses the potential for hearing loss under each alternative scenario as well as specific noise metrics evaluating noise levels outside or with windows open (for example, see Section BR3.2.1.2). Department of Defense policy states that populations exposed to noise levels at or greater than 80 dB DNL have the greatest risk of potential hearing loss (see Appendix C, Section C2.5 for more details). Each base-specific Section 3.12.1.2 notes whether there is the potential for disproportionate impacts to minority or low-income populations. For example, Section BR3.12.1.1 notes that existing airfield noise disproportionately impacts minority and low-income persons; basing the F-35A would continue these disproportionate impacts. See also responses to comments at GO-3, and for land use at LU-2, LU-5, LU-7, and LU-18; for noise at NS-3, NS-4, NS-8, NS-12, NS-14, and NS-22; and for socioeconomics SO-1, SO-3, SO-4, SO-7, SO-13, SO-15,SO-17, SO-18, SO-23, and SO-24.

General Support-GS

Response Number	Comment Number	Comment Description	Response
GS-1	HO001, HO002, HO003, HO004, HO005, HO006, HO007, HO008, HO009, HO010, HO011, HO012, HO013, HO014, HO015, HO016, HO017, HO018, HO019, HO020, HO021, HO022, HO023, HO024, HO025, HO026, HO027, HO028, HO029, HO030, HO031, HO032, HO033, HO034, HO035, HO037, HO038, HO039, HO040, HO041, HO040, HO043, HO044, HO045, HO046, HO047, HO048, HO049, HO050, HO051, HO052, HO053, HO059, HO061, HO062, HO063, HO064, HO065, HO066, HO067, HO068, HO069, HO070, HO071, HO072, HO073, HO074, HO075, HO076, HO077, HO078, HO079, HO080, HO081, HO082, HO085, HO086, HO091, HO093, HO094, HO099, HO102, HO103, HO104, HO106, HO107, HO109, HO112, HO115, HO116, HO117, HO118, HO119, HO120, HO121, HO122, HO123, HO124, HO125, HO127, HO128, HO130, HO132, HO133, HO134, HO137, HO138, HO139, HO140, HO141, HO142, HO143, HO144, HO149, HW001, HW002, HW004, HW006, HW007, HW010, HW011, HW012, HW013, HW015, HW016, HW017, HW018, HW019, HW020, HW021, HW022, HW023, HW024, HW025, HW026, HW027, HW028, HW029, HW030, HW031, HW032, HW033, HW034, HW035, HW036, HW037, HW038, HW039, HW040, HW041, HW042, HW043, HW044, HW045, HW046, HW047, HW048, HW049, HW050, HW051, HW052, HW053, HW054, HW055, HW056, HW057, HW058, HW059, HW060, HW061, HW062, HW063, HW064, HW065, HW066, HW067, HW068, HW069, HW070, HW071, HW072, HW073, HW075, HW077, HW078, HW079, HW081, HW084, HW086, HW091, HW092, HW096, HW097, HW098, HW099, HW100, HW101, HW102, HW106, HW108, HW109, HW111, HW113, HW115, HW116, HW117, HW118, HW119, HW121, HW122, M001, M003, M005, M007, M008, M009, M010, M011, M012, M013, M014, M015, M016, M017, M018, M019, M020, M021, M022, M023, M024, M025, M026, M027, M028, M029, M030, M031, M032, M035, M038, M039, M041, M042, M043, M044, M045, M047, M048, M049, M050, M051, M053, M054, M055, M058, M060, M061, M062, M065, M066, M067, M068, M072, M073, M074, M075, M076, M077, M078, M079, M080, M082, M089, M092, M095, M099, M100, M101, M102, M103, M104, M105, M106, M109, M113, M115, M118, M119, M120, M132, M133, M136, M137, M139, M141, M142, M143, M144, M148, M149, M150, M151, M152, M153, M154, M155, M156, M157, M158, M159, M160, M166, M168, M171, M172, M174, M175, M176, M178, M181, M182, M186, M188, M190, M207, M229, M230, M235, M253, M257, M259, M260, M261, M262, M263, M264, M265, M266, M267, M268, M269, M282, M288, M306, M325, M332, M336, M337, M350, M353, M357, M375, M377, M379 (petition), M851, M854, M857, M862, M872, M873, M875, M876, M879, M883, M886, M887, M893, M909	Supports F-35A operational basing.	Thank you for your participation in the public comment period. Please be assured that your participation has become part of the record and contributed to the decision-making process.

General Support-GS

Response Number	Comment Number	Comment Description	Response
GS-2	M034	Provided that there is continued coordination on this project and any future issues and/or concerns are addressed satisfactorily, this proposal is found to be consistent with those state or regional goals, policies, plans, fiscal resources, criteria for Developments of Regional Impact, environmental impacts, federal executive orders, acts and/or rules and regulations with which the state is concerned.	The Air Force thanks the Georgia State Clearinghouse as well as the Central Savannah Area River Regional Commission, the Coastal Regional Commission of Georgia, and the Heart of Georgia Altamaha Regional Commission for their review of the Draft EIS. Should any changes to the proposal occur, the Air Force would continue coordination with the appropriate state agencies.
GS-3	M059, M894	The Georgia Environmental Protection Division has reviewed the Draft EIS and has no comments at this time	The Air Force thanks the Georgia Environmental Protection Division for its review of the EIS.
GS-4	M276	EPA believes that the Draft EIS provides an adequate discussion of the potential environmental impacts requiring substantive changes. EPA has rated the EIS as LO - "Lack of Objections."	The Air Force thanks the Environmental Protection Agency for its review of the Draft EIS.

Involvement-IN

Response Number	Comment Number	Comment Description	Response
IN	HO101, HO145, HO147, HO158, HO164, HW014, M006, M161, M283, M284, M295, M299, M300, M305, M308, M310, M311	Response to comments that do not address specific analysis in the EIS.	Public and agency involvement is an important part of the NEPA process. You can be assured that your input has become part of the record.

Land Use-LU

Response Number	Comment Number	Comment Description	Response
LU-1	HO092, HO095, HO111, HO135, M098, M110, M112, M121, M123, M125, M126, M127, M163, M173, M179, M196, M201, M203, M214, M216, M217, M218, M219, M221, M223, M227, M228, M237, M239, M245, M247, M248, M249, M254, M255, M256, M270, M274, M278, M279, M285, M289, M296, M298, M303, M307, M315, M317, M319, M320, M324, M328, M330, M334, M340, M341, M345, M346, M349, M355, M356, M358, M359, M360, M362, M363, M366, M367, M368, M369, M371, M373, M378, M380, M852, M856, M858, M859, M864, M865, M867, M869, M880, M888, M892, M897, M902, M903, M930, M934, M936, M937, M938	Concern that noise from F-35A beddown would create additional areas of incompatible land use, particularly residential land use.	The EIS quantifies the residential population and acres subject to noise levels of 65 dB DNL or greater. Section 3.11 describes noise levels and land use compatibility as defined by the Federal Interagency Committee on Urban Noise (FICUN) and adopted by the Department of Defense. The section notes that these guidelines are recommendations only and not mandatory; they are provided to the community as the best means for determining noise impacts associated with commercial and military airfields. Each base-specific Section 3.10 (for example, Section BR3.10) provides the change in acreages within the 65 dB DNL noise levels in which residential land use is determined incompatible by the FICUN guidelines unless structural noise attenuation measures are incorporated. Individuals within these acreages have an increased potential for annoyance; however, only the communities' zoning commissions have the authority to deem residential land use as incompatible. The Air Force land use compatibility guidelines within noise zones are provided in Appendix C, Table C-4 and the FAA Part 150 land use compatibility in noise zones was added and can be found in Table C-5.
LU-2	HO088, HW083, M093, M114, M126, M127, M164, M196, M221, M222, M307, M318, M342, M348, M349, M360, M361, M365, M369, M371, M864, M869, M892, M912, M922, M934	EIS does not address impacts to Winooski's downtown designation and revitalization. More of this area would be affected by higher noise levels.	As noted in Section BR3.10 of the Draft EIS, the proposed F-35A scenarios would change the noise levels experienced and may result in potential effects to land use planning. However, local governments have the authority to regulate land use and approve development permits in the vicinity of the airfields. The Air National Guard and Burlington International Airport works with local entities to identify potential encroachment issues and promote compatible uses to the extent feasible, taking into consideration military mission requirements.
LU-3	HO126, M086, M107, M112, M121, M126, M127, M128, M145, M146, M147, M162, M169, M180, M197, M202, M212, M221, M239, M242, M255, M256, M274, M315, M362, M884, M933	Concern that in the past residential neighborhoods have been bought and/or demolished by the Air Force, FAA, or local airports due to noise incompatibility and that the same thing will happen with the F-35 basing.	The Air Force has no plans to acquire residences as part of the F-35A beddown. Section BR3.10 of the EIS discloses locations in which residential land use would be considered incompatible with baseline and projected F-35A noise levels of 65 dB DNL or greater (also see Section C1.3.2 of Appendix C). Local governments have the authority to regulate land use and approve development permits in the vicinity of the airfields. The Air National Guard and Burlington International Airport works with local entities to identify potential encroachment issues and promote compatible uses to the extent feasible, taking into consideration military mission requirements.
LU-4	HO160, M130	For wilderness areas (and areas such as the WMNF) stating that there will be less annoyance due to low population is inadequate, given six million annual visitors, nor sufficient rationale for impinging upon the solitude of such areas.	Section BR3.10.2.2 describes noise impacts to wilderness areas and notes changes in noise levels could cause annoyance for those individuals using special use areas. This analysis notes that noise levels under some of the airspace units would increase; however, the FAA and DoD have identified and published avoidance criteria for noise sensitive areas such as National Parks and Wilderness Areas. In addition, the F-35A would fly at higher altitudes than the F-16s and the probability of an overflight more than once a day would be low.

Land Use-LU

Response Number	Comment Number	Comment Description	Response
LU-5	M121	The F-35A beddown proposal is incompatible with local and regional planning/sustainability goals, such as the Chittenden Regional Planning Commission's comprehensive planning process (ECOS).	Section BR3.10.1.1 and BR3.10.1.2 compares baseline to projected noise levels and the potential effect on land use planning. Appendix C, Table C-4 and C-5 disclose those land uses that would be considered incompatible. However, only local governments have the authority to regulate land use and approve development permits in the vicinity of the airfields. The Air National Guard and Burlington International Airport works with local entities to identify potential encroachment issues and promote compatible uses to the extent feasible, taking into consideration military mission requirements.
LU-6	M130	How is the proposal compatible with the 1964 Wilderness Act and the 1975 Eastern Wilderness Act? Beddown would create significant noise impacts on designated Wilderness and alternatives analysis must document clear and compelling reason for overriding Congressional intent.	Section BR3.10.2.2 identifies all designated wilderness areas underlying the airspace and presents the in Figure BR3.10-4 and Table BR3.10-4. The analysis presented in section BR3.10.2.2 indicates that while noise levels under some of the airspace units would increase, the increase would not alter the status of special use areas under either ANG scenario.
LU-7	M128, M145	Was this proposal vetted through the Vermont Act 250 (Land Use and Development Act) process?	Because this proposal is a federal action it followed regulations proscribed by the U.S. Council of Environmental Quality (CEQ), the National Environmental Policy Act (NEPA), and applicable other federal, state, and local laws and regulations. According to the Vermont Natural Resources Board website, the Act 250 program provides a public, quasi-judicial process for reviewing and managing the environmental, social and fiscal consequences of major subdivisions and developments in Vermont. This proposal is not a major subdivision nor constitutes a major development as defined by the Act; therefore, being vetted through the Act 250 process is not applicable.
LU-8	M130, M199	The DEIS is inadequate in its analysis and discussion of the impact of increased noise levels in the airspace encompassing the White Mountain National Forest, positions of the Appalachian Trail, and six Congressionally-designated Wilderness Areas which are not mentioned in the DEIS.	All federally-designated wilderness areas impacted by noise in overlying airspace units are addressed. See response to LU-6.
LU-9	M131	The U.S. Department of the Interior is concerned about potential indirect noise impacts at the following park units (Hill AFB alternative, 72 aircraft): City of Rocks National Reserve, California National Historic Trail, Great Basin National Park, and Golden Spike National Historic Site.	F-35As will not use MTRs and spend the majority of their time at higher altitudes than the F-16s from Hill AFB. Noise levels would not increase negligibly in the Lucin MOA to affect the City of Rocks National Park in Idaho. Nor will noise levels in the White Elk/Currie Tippet and Sevier MOAs increase (they in fact decrease in the White Elk/Currie Tippet MOAs and remain below 47 dB in the Sevier MOA) to affect the Great Basin National Park in Nevada. Like these two other parks, Golden Spike National Monument is found outside the airspace and would not be affected by the negligible increases found in the nearest airspace unit--the Lucin MOA. The California National Historic Trail underlies portions of several MOAs; however, as with the other locations, the minor increases in noise would not affect the Trail or those traversing it.

Land Use-LU

Response Number	Comment Number	Comment Description	Response
LU-10	HO160, HW129, M183	Concern that F-35 overflights will cause horseback riders to be thrown, causing serious injury to the rider as well as the horse. Other recreation activities which may become more dangerous because of F-35A flights include rock climbing, whitewater rafting or canoeing, and skiing.	Currently, F-16s fly in the airspace units proposed for F-35 operations. Operations in the Condor MOA would remain at existing altitudes of 7,000 feet above ground level (not the lower one proposed by the Massachusetts Air National Guard). Therefore, noise levels would continue to remain below 45 dB DNL with little potential for startle effects. While noise levels would increase in both the Yankee Laser and Viper Complex to levels lower than 65 dB DNL. As indicated in Section 3.3.2, most people are exposed to sound levels of 50 to 65 dB DNL or higher on a daily basis. Research done by the Federal Interagency Committee on Urban Noise has indicated that about 87 percent of the population is not highly annoyed by outdoor sound levels below 65 dB DNL. In addition, given the large volume of airspace in which the aircraft would operate, it is unlikely that any one location or person would be overflown on a consistent basis to cause any adverse health effects.
LU-11	M199	The DEIS indicates there will be a perceptible increase in noise within the Yankee Laser MOA (Table 2-12, page 2-31; section BR3.2.2.2, page BR4-35). The analysis in section BR3.2.2.2 (pages BR4-35 to BR4-37) is inadequate to disclose to the deciding official that one of the noise receptors will be recreation users in the WMNF Wilderness Areas. No mention is made of the wilderness areas in the text of the discussion. Given that noise will be increasing in an area set aside for solitude we believe this specific impact, even though it is below the 65 Ldnmr level set for significance, should be disclosed. There should be an analysis similar to the one that is in the Mountain Home section, MH3.10.2.	Section BR3.10.2.2 describes noise impacts to designated Wilderness under the training airspace. This analysis notes that while noise levels under some of the airspace units would increase the increase would not alter the status of special use areas under either ANG scenario.
LU-12	M199	Page BR4-70 under ANG Scenarios 1 and 2. The assertion that "although increases in the noise would be perceptible, and could cause annoyance, the overall noise levels would remain low" is somewhat misleading. We believe that a more correct statement would be to acknowledge that annoyance is likely to increase particularly within the designated wilderness areas, though overall noise levels would remain below the significance threshold of 65 Ldnmr.	See response to comment LU-10.

Land Use-LU

Response Number	Comment Number	Comment Description	Response
LU-13	M199	Please consider research papers by Fidell et al. 1996 and Mace, Bell, and Loomis 1999 in the analysis of noise over wilderness areas, since the EIS predicts that there will be increased noise levels.	As presented in Fidell et al. 1996, it was found that noise-induced annoyance proved to be a more direct measure of the effects of aircraft overflights on recreationists than more global measures such as visit satisfaction or intent to revisit. Annoyance is addressed in the EIS in Appendix C, Section C2.2. The Mace et al. 1999 article does not apply in this case since it evaluates noise generated by rotary-wing aircraft (helicopters) not that generated by fixed wing jet aircraft.
LU-14	M199	Table 2-12 (page 2-38) makes no mention of the wilderness areas or the Appalachian Trail, which we believe is an oversight since these types of areas are mentioned for the Mountain Home AFB.	In Table BR3.10-4, wilderness areas and the Appalachian Trail were identified and impacts to these special use land management areas evaluated. Table 2-12 has been revised to reflect this. As indicated in the EIS (Table BR2.2-2), the F-35s will operate above 15,000 feet MSL 90 percent of the time.
LU-15	M199	Figure BR3-10.4 on page BR4-66 contains outdated information: 1) The figure does not contain the latest changes in wilderness boundaries from the New England Wilderness Act of 2006. White Mountain National Forest can provide a current shape file of their boundaries within the context of the forest boundaries. 2) The Yankee Laser airspace shown in the figure does not agree with the Yankee Laser airspace shown in Figure BR2.2-1, page 8R4-7. Assuming that Figure BR2.2-1 is correct.	Shape files of forests, parks, etc. were obtained from public websites, changing them would not alter the conclusion of no adverse impacts to land uses underlying the airspace. As for the airspace configuration, in Figure BR2.2-1, the airspace includes the overlying Air Traffic Control Assigned Airspace that is established on an as needed basis and is found at altitudes above 20,000 ft MSL; the airspace depicted in Figure 3.10-4 illustrates the military operations areas (found at altitudes below 20,000 ft MSL). They are both correct. The figure in Section 3.10 identifies the airspace units where aircraft-generated noise could affect underlying land uses.
LU-16	M199	Table BR3.10-4 on page BR4-67 fails to mention the Caribou-Speckled Wilderness and the Wild River Wilderness as part of the WMNF under the Yankee Laser airspace. This table lists the "Great Gulch Wilderness" which should be relabeled as the Great Gulf Wilderness.	The commenter is correct, the table was corrected to reflect the comment in the following manner: Great Gulch Wilderness was deleted and the Great Gulf Wilderness (already listed later) remained. The Silvio O. Conte National Wildlife Refuge was added to the map and table.
LU-17	M199	The paragraph on the Yankee Laser airspace on page BR4-68 fails to mention the Caribou-Speckled Wilderness and the Wild River Wilderness as part of the WMNF. Please also correct Great Gulch Wilderness to Great Gulf Wilderness.	Paragraph was revised to reflect addition of the one wilderness area (Wild River Wilderness) that underlies the MOA; Gulch was corrected to read Gulf. Table 3.10-4 and Figure 3.10-4 were updated to reflect these changes.
LU-18	M204	The DEIS fails to address land use planning.	Land use planning is addressed in each base-specific Section 3.10 (for example, Section BR3.10) and describes local land use planning efforts including local AICUZ or Part 150 planning programs as appropriate. These same sections also note that local governments have jurisdiction over local planning efforts and that the Air Force/Air National Guard coordinates any adjustments in land use planning with these entities.

Land Use-LU

Response Number	Comment Number	Comment Description	Response
LU-19	HO154, HW126	Noise pollution from the Caribou-Speckle Mountain Wilderness region on the edge of Condor would be extreme and outside of its wild character and federal wilderness protections.	While the Caribou-Speckle Mountain Wilderness region is not directly under the Condor MOA, noise levels in the MOA would continue to remain below 45 dB DNL. There would be an increase in the Yankee Laser, but to levels below 65 dB DNL. Research done by the Federal Interagency Committee on Urban Noise has indicated that about 87 percent of the population is not highly annoyed by outdoor sound levels below 65 dB DNL. In addition, given the large volume of airspace in which the aircraft would operate, it is unlikely that any one location or person would be overflowed on a consistent basis to cause any adverse impacts to wilderness areas. See also Response LU-13.
LU-20	M346	Table C-4 is confusing and seems to be contradictory. Block listing "A" in the 65-69 dB residential area block seems to indicate that "land use and related structures are generally compatible," but the added note (11) to "A" says residential use "is discouraged in 65-69 dB DNL and strongly discouraged in 70-74 dB DNL. The table seems to contradict other sections of the text.	The A categorization for Residential land use in the 65-69 dB noise zone indicates that residential use is generally compatible but that measures to achieve a Noise Level Reduction (noise attenuation) of 25 dB should be incorporated into the design and construction of structures in that area. Note 11a indicates that local conditions and planning needs should be considered when making decisions on compatibility. This note also acknowledges that residential use in noise zones above 65 dB would not be considered optimal but if residential use is needed for development then noise attenuation can make residential structures generally compatible. See also response to LU-1.
LU-21	M346	Table C-4 discusses Clear Zones, APZ I, and APZ II areas; however, commercial airports are not given APZ designations, they are given Runway Protection Zone (RPZ) designations. The table does not appear to represent the accident potential for commercial airports, such as Burlington IAP.	Table C-4 was revised to reflect incompatibilities within noise zones since the object of this appendix is noise effects. In Chapter 3, Section 3.5 Runway Protection Zones (RPZ) and Accident Potential Zones (APZ) are addressed and are similar in that they delineate areas with the highest potential to be affected in the event of an aircraft mishap and to restrict incompatible land use within those areas. Section BR3.4.1.2 presents the potential for aircraft mishaps at and around the airfield and is not dependent on designation of an RPZ or APZ.
LU-22	M347	Concern that MTRs that cross over Adirondack Park used to access the Viper Complex are omitted in DEIS. Analysis should be revised to include projected use of relevant MTRs.	F-35A aircraft would not use MTRs and do not need MTRs to enter or exit the military operations areas (MOAs). Rather, they can enter or exit the MOAs from any direction (e.g., from the top, sides, or bottom). Also see response to comment AA-3.
LU-23	M347	Concern that MTRs over Adirondack Park will have noise impacts to the Silver Lake Wilderness (under VR-1801) and to the Giant Mountain-Jay Mountain-Hurricane Mountain complex of Wilderness Areas (under IR-801) that could prove to be incompatible with their land use classifications.	The F-35A aircraft would not use MTRs and would not create any additional noise impacts to the Silver Lake Wilderness or the Giant Mountain-Jay Mountain-Hurricane Mountain Wilderness Areas. Also see response to comment AA-3.

Land Use-LU

Response Number	Comment Number	Comment Description	Response
LU-24	M347	"Adirondack State Park," identified as a 2.5 million acre park is an incorrect designation. The Adirondack Park is and approximately six million acre park comprised of private lands, and constitutionally-protected, State-owned Forest Preserve lands designated by the NPS as a National Historic Landmark, the "Adirondack Forest Preserve." The Revised Draft EIS should identify these components and Table BR3.10-4 should be corrected accordingly.	The commenter is correct about the size of Adirondack State Park; however, 2.5 million acres of the State Park and the other special use areas listed in the Table BR3.10-4 signifies the area of land that the airspace overlies and where aircraft activity would occur. This table is correct; however, more descriptive language describing the Park was added in the applicable paragraph following the table.
LU-25	M347	Some very significant wilderness areas underlie the Viper Complex MOAs and their associated MTRs. The Final EIS should identify those lands as sensitive land use areas (including those classified as "Primitive" and "Canoe") and address potential impacts to them. Designated State Wilderness areas should continue to be protected from undue impact from aircraft use, with special consideration given to noise.	F-35A aircraft would not use MTRs. See response to comments AA-3 and LU-6.
LU-26	M347	The EIS does identify management plans applicable to areas under Condor Scotty of page BR4-62, but fails to include the Adirondack Park State Land Master Plan (APSLMP) for lands under the Viper Complex.	Further information about the Park and applicable plan were added and a new paragraph inserted.
LU-27	M347	The headwaters of five major river systems are located in Adirondack Park, along with 1,300 miles of State-designated Wild, Scenic and Recreational Rivers determined by the U.S. DOI to be eligible for similar designation in the Federal Wild and Scenic Rivers System. These were identified and taken into account during the development of proposals for existing MTRs and the same should be done for the Final EIS for this proposal.	The F-35 would not use MTRs; therefore, no change from current status should be anticipated. See response to comment AA-3.

Land Use-LU

Response Number	Comment Number	Comment Description	Response
LU-28	M327	Umbagog National Wildlife Refuge is misrepresented in the EIS and misnamed as "Lake Umbagog National Wilderness Reserve," Current boundaries of the NWR were omitted from Figures BR2.2-1 and BR 3.2-4. Figure 3.10-4 uses the wrong name and an out of date boundary line was used. Acreages for impact appear to be low - total potential impact for Umbagog NWR is approx. 12,186 acres - USFWS would be happy to provide GIS shapefiles if needed.	Figure BR3.10-4 was corrected for boundaries and label; Table BR3.10-4 was also corrected. Only the larger national forests are identified in Figures BR2.2-1 and BR3.2-4; therefore, they were not changed.
LU-29	M327	Discussions in section BR 3.10-2 regarding the Yankee Laser MOA should also include Silvio O. Conte NFWR, Pondicherry Division (6,405 acres).	The figure and discussions were revised to reflect correct acreages affected by the MOA.
LU-30	M327	Why is there no discussion in BR 3.10.2.2 of potential impacts on low-level flights on visitors to National Wildlife Refuges? FAA Order 1050.1e provides for stricter FAA noise standards over NWRs.	Section 3.10.2.2 notes that the F-35A would conduct operations below 5,000 feet above ground level (AGL) only 5 percent of total flight time. Table BR2.2-1 lists the airspace units to be used by the F-35A aircraft at Burlington AGS and indicates that only portions of the Viper Complex extend below 5,000 feet AGL. Section BR3.10.2.2 also acknowledges that while general noise would increase, individual overflights would occur at various altitudes, would be transitory in nature, and that the probability of more than one overflight per day of a specific area (such as NWRs) would be low. Therefore, while individual visitors may be annoyed by overflights at less than 5,000 feet AGL there would be no alteration in the status of special use areas. The Air Force does not propose to change any airspace units or their altitudes.
LU-31	M327	In the description of Condor Scotty Airspace on page BR4-62, the MOA is described as a single unit with a floor of 7,000 AGL. It does not acknowledge the low elevation flight corridors (MTRs; VR-840/1/2) that have a considerably lower training floor. Training in these MTRs over Umbagog NWR would have a potential impact of 3,133 acres and the total potential impact of Condor Scotty MOA to Umbagog NWR is estimated to be 12.186 acres.	Operational F-35As would not use MTRs and VRs, and operations in the Condor Scotty airspace would result in less than 45 dB DNL noise levels. These noise levels are consistent with current noise levels. Also see response to comment AA-3.
LU-32	M327	Please add the 2009 Umbagog NWR's Comprehensive Conservation Plan (CCP) to the list of plans on page BR4-62 that could be applicable to areas under the Condor Scotty MOA.	Reference to the CCP was added to the text.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-1	HW003	ACC Scenario 1 for Hill AFB, Location #9 is missing from map with projected noise contours.	The commenter is correct and Location #9 has been added to all three scenario figures.
NS-2	M107, M306	Were decibel levels field tested with F-35 landings/takeoffs, flyovers, and touch-and-gos at any of the proposed locations?	No F-35A aircraft have been flown at any of the proposed locations. F-35A overflight noise measurements have been conducted at Edwards AFB, California. Operations parameters used in the F-35A Operational Basing EIS were based on those noise measurements and multiple simulator test flights. The EIS for beddown of F-35 aircraft at Eglin AFB and Nellis AFB used the same general NOISEMAP noise modeling process as this EIS (i.e., noise levels measured, recorded into NOISEFILE database, and then used by NOISEMAP to estimate local noise levels). F-35A flight parameters have undergone further refinement, and the updated information is reflected in the current EIS, the Air Education Training Command F-35A EIS, the U.S. Marine Corps East and West Coast F-35B Basing EISs, and the on-going Navy F-35C Basing EIS. Noise modeling was conducted using information specific to the local flying environment where applicable. For example, each installation designates a 'pattern altitude' at which the level flight portions of runway approach operations are conducted. Noise modeling included operations on several flight tracks, which mirror flight tracks used by currently based aircraft. Aircraft vary from standard or typical flight tracks because of winds, Air Traffic Control (ATC) de-conflictions with other air traffic, and other factors.
NS-3	HO088, HO089, HW083, HW095, HW112, M083, M110, M124, M135, M169, M194, M202, M205, M212, M223, M238, M301, M309, M318, M321, M322, M360, M366, M371, M880, M884, M934, M936	Noise from F-35 will cause hearing damage.	Each base-specific Section 3.2.1.2 discusses the potential for hearing loss under each alternative scenario (for example, see Section BR3.2.1.2). The methodology used to estimate the risk of potential hearing loss is described in Chapter 3, Section 3.3.3. Department of Defense policy states that populations exposed to noise levels at or greater than 80 dB DNL have the greatest risk of potential hearing loss (see Appendix C, Section C2.5 for more details).
NS-4	M063, M098, M205, M363, M859	I fear damage to my home from the F-35. Current aircraft activities already cause my home to shake and/or suffer damage.	As stated in Appendix C, Section C2.8, the probability of damage to structures resulting from subsonic noise is extremely low. Vibrations generated by aircraft (with similar noise level to the F-35A at low altitude) were measured at ancient Anasazi ruins, and found to be substantially below damage threshold peak velocities (Battis 1988). Vibrations caused by subsonic aircraft noise are similar in intensity to natural sources of vibration such as thunder and high winds (Sutherland 1989). Building and equipment constructed to withstand natural force loads (e.g., wind, minor seismic activity) should not be negatively affected by subsonic F 35A overflights.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-5	HO148, M107, M204	The Draft EIS does not adequately discuss the qualitative effects of Sound Exposure Levels (SELs) or sustained noise/trailing noise that can last for several minutes or more.	The EIS addresses SEL and other noise metrics sufficiently. Effects of noise exposure (both instantaneous [SEL and Lmax] and sustained [DNL and Ldnmr]) is discussed at length in each of the base-specific Sections XX3.2 and specifically identified in Table XX3.2-1. Chapter 3, Section 3.3.2 also defines SEL (plus others) and the advantages and disadvantages of applying that and other noise modeling metrics. Supplemental noise analyses (such as potential hearing loss, speech interference, and sleep disturbance) all consider sustained exposure to noise levels and are quantified in base-specific Sections 3.2.1.1 and 3.2.1.2. In addition, further noise methodology and qualitative effects of noise are presented in Appendix C. In the appendix, eight different noise metrics are considered and community reactions (such as annoyance) as well as land use compatibilities are presented in Appendix C, C1.3. See also response NS-9.
NS-6	M107, M169, M369	How will the residents of nursing homes and senior-assisted living facilities be affected by noise from the F-35?	While nursing homes and senior-assisted facilities are not specified in the EIS, the noise analyses do identify other representative receptors (e.g., schools, hospitals, and places of religion) and quantify these impacts according to location within the noise contours. The EIS applies five noise metrics to present impacts to all residents vis-a-vis sleep disturbance, potential hearing loss, speech interference, classroom speech interference, and general noise exposure (see base-specific tables in Section 3.2.1.1 and 3.2.1.2).
NS-7	HW124, M126, M127, M205, M224, M309	How much louder than current aircraft will the F-35A be? The Draft EIS only cites average decibel levels with no indication of the loud end of the scale.	TableXX 3.2-1 in each base-specific Section (for example Table JX3.2-1) lists and compares the Sound Exposure Level and the Maximum Sound Level of the F-35A and the aircraft currently based at the considered location under various power settings (e.g., afterburner when the aircraft would generate the most noise around the airfield and supersonic when operating in the airspace) and airfield operations. These data indicate that the F-35A would generate generally higher noise levels than the aircraft it is replacing.
NS-8	HO088, HW083, M110, M121, M124, M135, M140, M185, M194, M196, M223, M240, M242, M307, M309, M315, M330, M346, M348, M349, M360, M361, M366, M367, M368, M369	Concern that exposure to noise above 65 dB DNL has been shown to contribute to health issues such as increased stress, sleep disturbance, rise in blood pressure, hypertension, and decreased immune system function. Also, these health problems result in increased health care costs and are not addressed in the EIS.	Appendix C, Section C2.1 and Section C2.5.2 discusses potential noise impacts to various health issues. Section C2.4 describes noise-related sleep disturbances. In summary, there is no scientific basis for a claim that noise levels below 75 dB DNL would have a potential health effects.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-9	M084	The duration of Lmax data in the Draft EIS is not specified (e.g., transient, longer duration). If the F-35A acoustical noise has a sustained component appreciably less than the reported Lmax values, this suggests that the acoustical noise characterization in the Draft EIS is incomplete.	The table title has been corrected to reflect that the Lmax (or maximum sound level) measurements are instantaneous. Although the maximum sound level provides some measure of the intrusiveness of the event, it alone does not completely describe the total event. The period of time during which the sound is heard is also significant. The Sound Exposure Level (SEL) combines both of these characteristics into a single metric. SEL is a composite metric that represents both the intensity of a sound and its duration. SELs are calculated in each base specific noise section (Section 3.2.1.1 and 3.2.1.2). Appendix C, Section C1.2.3 provides more detailed definition of SEL.
NS-10	HW087, M202	Experience with current aircraft and noise levels contradicts EIS findings. Suggests further verification of noise data is necessary.	The EIS adequately addresses noise levels and makes comparisons to baseline conditions. Numerous noise metrics have been used to measure and present noise levels in comparison to current aircraft (Chapter 3, Section 3.3). SEL, Lmax, DNL, Ldnmr, CDNL, and sonic booms are all evaluated and compared to baseline conditions and can be found in each of the base specific sections (XX3.2.1.1 and XX3.2.1.2) and associated tables. In addition to presenting these metrics, the EIS evaluates speech interruptions, sleep disturbance, and potential for hearing loss (in both baseline conditions with current aircraft and potential impacts for the F-35A). Appendix C also provides a more detailed description of noise, modeling, and an overview of potential impacts.
NS-11	HO036, HO097, HO131, HO132, HW088, HW123, M037, M046, M084, M085, M086, M090, M111, M164, M173, M198, M225, M294, M297, M316, M326, M342, M346, M369, M370, M865, M912	Would like to know if there are any mitigation measures that could help solve the noise problem. Are there any noise abatement programs in place at any of the proposed locations? Why can't the F-35A be quieter?	Mitigation measures (already employed in the F-35A noise modeling) at Burlington International Airport include flight restrictions to minimize noise impacts to the adjacent community. The Burlington AGS would continue to undertake the voluntary restrictions outlined in the Burlington Noise Compatibility Program Update (2008). The F-35As would maintain the quiet hours, keep within the specified arrival and departure routes and procedures, as well as ensure that single F-35A flights are flown out of the airport as opposed to simultaneous (or formation) takeoffs. The current limitations to C-5 and helicopter training operations would continue unchanged.
NS-12	HW110, HW112, M346, M368	If my house is within the 65 dB DNL contour am I eligible as a homeowner for the home buyback program or other mitigations such as soundproof windows? Please explain my options.	The home buyback program currently being conducted around Burlington IAP is part of the 2008 Noise Compatibility Program Update described in Section BR3.10.1. This plan is an agreement between the City of Burlington, the Burlington IAP, and the FAA to acquire residential properties to reduce or eliminate land use compatibilities between land use and aircraft noise. While Congress has given the FAA authority to spend taxpayer money for mitigating noise at private residences and noise-sensitive receptors in relation to airport construction or expansion, it has not given the military Services any similar general authority.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-13	HW113, M216	How many minutes or hours will we hear the F-35s and how does it compare to the F-16s?	Audibility is dependent on many factors, including but not limited to the location of the receiver relative to the source and the receiver's ambient noise level. Audibility is not typically studied in EISs. The Time Above (TA) metric quantifies the amount of time the noise level would be equal to or greater than a selected threshold Maximum Sound Level (Lmax) but the DoD noise model used for this EIS is not yet capable of estimating TA. The EIS provides Maximum Sound Level (Lmax) data for the F-35 and F-16; Table BR3.2-1 as an example.
NS-14	HO111, M121, M936	Noise impacts will be considerable on hospitals, schools, businesses, recreation areas, and residential areas.	The EIS uses cumulative and single-event noise metrics to communicate expected changes in noise under beddown scenarios. Each base-specific Section 3.2 of the EIS (for example Section Mc3.2) quantifies noise impacts using five noise metrics (noise exposure, speech interference, classroom speech interference, sleep disturbance, and potential hearing loss) as they apply to a representative set of receptors including hospitals, schools, and residential (e.g., BR3.2.1.1). In base-specific Sections 3.2.1.2 and 3.2.2 noise impacts under the basing scenarios are presented and quantified. Appendix C, Sections C1.3 and C2.0 present noise study findings associated with noise exposure.
NS-15	HW118	Noise concerns could be minimized if Final EIS clarified that duration and frequency is also important when discussing possible hearing damage or other health impacts of noise. With the F-35A the exposure would be short duration and frequency would decrease which would improve over current conditions.	The Draft EIS (and the Revised Draft EIS) already provides, in Chapter 3, Section 3.3, the definition of noise the noise metrics that were used, the supplemental noise analyses undertaken, the types of military aircraft noise, and the methodology. Within each base-specific Section 3.2, baseline conditions and environmental consequences are quantified. In addition, a more thorough description of noise modeling and general (i.e., applicable to any alternative location) noise effects are presented in Appendix C.
NS-16	HO083, HW118	Please better explain the degree of change from existing noise levels as good or bad.	The Air Force does not apply a label the change in noise contours as good or bad, or better or worse, because of the subjectivity of how individuals define noise, and because any change in the DNL noise levels will depend on where a person is when they hear the noise. The noise contours show that they will increase in some areas over the baseline noise contours and decrease in other, therefore, depending on where an individual lives or has their place of business, the overall 24-hour noise exposure could be less for some individuals and more for others.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-17	HW123, M111	Noise analysis on schools ignores the criterion for limiting indoor background equivalent noise levels of 35 to 40 dB and does not explain whether the number of events of 50 dB Lmax are average events per hour or per day. A more detailed analysis is needed.	Outdoor Leq for representative schools were shown in the EIS for each base, as applicable. For example, see Table BR3.2-5. Indoor Leq can be determined by applying the footnoted Noise Level Reduction (NLR) assumptions shown at the bottom of each table.
NS-18	HW123, M111, M932	Noise analysis does not address impacts from noise on students who are outside.	The relevant guidelines for assessment of classroom learning interference is geared towards indoor classrooms. The EIS provides outdoor Leq values for each representative school for each base, as applicable. These outdoor Leq can be compared to a speech interference criterion of 60 dB.
NS-19	HW123, M111	EIS should compare noise impacts of the F-35As with the noise impacts of the commercial and civilian aircraft without the contribution of the F-16s.	The EIS presents existing conditions for all alternative locations and that includes whatever types of aircraft fly in and out of the base/airport. Removing the F-16 would not represent accurate baseline conditions and would not serve as a viable tool for comparison purposes by decision-makers. Individual comparison of noise generated by military aircraft is provided in the form of SELs and Lmax (see base-specific Table 3.2-1).
NS-20	M084	For airspace in and around Chittenden County, Vermont, what measures, if any, are in place to ensure the briefest dwell time of the F-35A in the airspace to ensure low noise aircraft operations?	Airspace around the Burlington International Airport supports airfield operations of civil, commercial, and military aircraft. Existing noise abatement and avoidance measures undertaken by F-16 aircraft would be done by the F-35A. See also response NS-11.
NS-21	HO136, M121, M241, M360	Concern about the effects of F-35 noise on residents with noise sensitivities, such as autism or PTSD.	Health risks are presented in Appendix C, Sections C2.1 through C2.5; see also responses NS-8 and NS-14. The Air Force is unaware of peer-reviewed research or studies evaluating noise effects on autism or PTSD.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-22	HW123, M111	EIS does not consider cumulative analysis from Part 150 Compatibility Program and how noise from the F-35A would extend contours under Part 150 program.	The noise analysis include data from the Part 150 study for modeling commercial aircraft. As presented in Chapter 3, Section 3.3.5, noise at the airfields was modeled using two software programs: 1) NOISEMAP and 2) Integrated Noise Model (INM). The Air Force and ANG require use of NOISEMAP 7 to model noise exposure at and around military air bases for operations generated by military aircraft and engine run-up activities, as well as any other aircraft. In the U.S., INM is typically used for Federal Aviation Regulation Part 150 noise compatibility planning purposes and for FAA Orders 5050.4B (2006) and 105D.1E (2006). Since INM applies only to the joint-use airfields at Burlington AGS and Jacksonville AGS, it did not provide for consistency and comparison among all six alternative locations. For modeling purposes, the civilian/commercial noise levels generated under INM were combined logarithmically with the military aircraft noise calculated by NOISEMAP for Burlington IAP and Jacksonville IAP. Noise analysis/exposure was presented in base-specific Section 3.2 and land use compatibilities discussed in base-specific Section 3.11.
NS-23	M084	On page 3-13, the statement is made: "For modeling purposes, the civilian/commercial noise levels generated under INM were combined logarithmically with the military aircraft noise calculated by NOISEMAP for Burlington IAP and Jacksonville IAP." What exactly does this mean? Has this combination of INM and NOISEMAP results been used before and what is the theoretical justification for doing so? How have the results been empirically verified? Can these results be consistently compared with NOISEMAP alone?	INM produces a grid of DNL values (decibels) for the civilian aircraft operations and NMAP produces a grid of DNL values (decibels) for the military aircraft operations. These two grids were logarithmically summed so that the resultant total DNL (from civilian and military aircraft operations) were computed. Logarithmically adding grids together is standard practice and is one of the functions of the NMPlot program; NMPlot is the computer program of the NOISEMAP suite of programs responsible for producing DNL contours from grids of DNL values. Furthermore, adding grids produced by both programs, i.e., INM and NMAP, is also standard practice for airfields shared by civilian and military aircraft.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-24	M088	What noise impacts are associated with low-altitude operations in the Viper MOA?	The EIS Section BR2.2.1 details the structure and use of the Viper MOA. Section BR3.2.2 (Figure BR3.2-4) presents the changes in noise associated with F-35A training in the airspace. Under either basing scenario noise would increase from a baseline of 50 dB DNL to 55 dB DNL under ANG Scenario 1 and 56 dB DNL under Scenario 2. The 65 dB DNL was used to evaluate the impacts of noise because it is the recognized noise measure used at airports throughout the continental U.S. FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, Appendix A, paragraph 14.3, Page A-61, defines the threshold of significance for noise impacts as follows: a significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience noise at or above 65 dB DNL when compared to the no action alternative for the same timeframe. Noise levels would remain below 65 dB DNL and impacts would not be considered significant.
NS-25	M036, M084, M094, M202, M204	The EIS does not address sound levels and/or sound impacts in a technically correct manner. The EIS only uses computer simulations that are not accurate.	The EIS correctly addresses sound levels. The NOISEMAP noise model takes into consideration the propagation of noise through the air, and the effects of whether it is traveling over hard (water) or soft (ground) surfaces. The fact that because the noise levels received by any one individual change on a daily basis because of weather conditions (humidity, temperature, wind, cloud cover, etc) requires us to use a metric that averages noise over time, which is why modeling has to be used rather than simply using individual noise levels as measured on a single day. NOISEMAP validation is covered in the following documents but it is not customary to reiterate the validation results in every report that uses NMAP. "Field Studies of the Air Force Procedures (NOISECHECK) for Measuring Community Noise Exposure from Aircraft Operations," AFAMRL-TR-82-12, by R. Lee.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-26	M084	There appear to be differences in SEL and Lmax computations and unexplained discrepancies in the acoustic noise data given for the six candidate locations.	SEL and Lmax for Table BR3.2-1 were derived from the NOISEMAP modeling input. The SEL/Lmax values in Table BR3.2-1 (and all similar tables for other bases) were interpolated from base-specific operations files/tables. The reason why Lmax or SEL are different across the six bases for the same aircraft type is because of base-specific temperature, humidity, and performance, as described in each base's SEL/Lmax tables in the DEIS. For example, Burlington AGS, Hill AFB and McEntire JNGB are modeled at 66 degrees F/67% relative humidity (RH), 40 degrees Fahrenheit (F)/70%RH and 66 degrees F/ 50%RH, respectively. Regarding performance, F-16 departure flight profiles are modeled with throttle settings of 95%NC, 92%NC and 97%NC for Burlington AGS, Hill AFB, and McEntire JNGB, respectively (1,000 ft AGL, 300 kts, non-afterburning departures for all three bases). The three F-16 power settings are typically what pilots flying aircraft at these bases indicated they used. SEL and Lmax for F-35A aircraft do not have as much variation as the F-16 SEL/Lmax values because the modeling was consistently done across all bases with the "Karnes" flight profiles. Changes in SEL and Lmax were not used since SEL and Lmax consider only single events whereas DNL not only takes account of the aircrafts' SEL and Lmax but considers all of their events over an average 24-hour period.
NS-27	M084	The noise analysis section (Analysis Methodology, Section 3.3.5) is unduly vague. If there are calculated results, the means of calculation and their derivation should be provided, with key material included by reference to the research material.	Appendix C provides a more detailed description of noise metrics, methodology, and explanation of noise effects. Base-specific Sections 3.2 quantified noise impacts using five metrics: noise exposure, speech interference, classroom speech interference, sleep disturbance, and potential hearing loss. See also response NS-25.
NS-28	M084, M342, M912	How have the noise models (NOISEMAP) and simulations been validated? If so, they should have a limit of error for each quantity they estimate. Why are there no limits of error in any of the published data in the Draft EIS? Are the limits so small as to be negligible (i.e., +/-1 to +/-2 dB) or was this overlooked?	NOISEMAP has been field tested and found to be accurate at estimating noise levels. It was found that noise levels were estimated to within 1.5 dB of actual measured level with a 90% statistical confidence (Lee 1982). F-35A standard flight profiles (i.e., altitude, engine power setting, and airspeed at points along the flight track) have been developed based on repeated flight simulator runs. In these test flights, detailed records were kept on power settings change during the flight.
NS-29	HO114, HO127	How reliable is the current 65 dB DNL contour for Burlington AGS? Also, it would be nice to see how those lines are drawn.	See response NS-22. As presented in Section BR3.2.1.1, baseline noise contours were derived from the updated Burlington IAP Part 150 study (for commercial aircraft) and actual F-16 operations provided by Burlington AGS in 2010. These contours differ from those of the Part 150; however, potential compatibility effects to land uses are presented in Section BR3.10.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-30	HO127	EIS does not include recent adaptation of quieter and more efficient engines on passenger airliners that may make an outside improvement to the overall noise profile of the majority of flights from Burlington.	The noise modeling does take into consideration the data from the quieter commercial aircraft and this is reflected in the noise contours generated from the modeling. The noise environment near the Burlington airfield is and would be dominated by military aircraft such that reducing the contribution of the civilian aircraft would have no effect on the overall noise level with regard to DNL.
NS-31	M185, M195, M363	Concern about effect of F-35 noise on milk production/farming.	Appendix C, Section C2.6.1 evaluates several studies related to jet noise effects on dairy cows. Through the compilation and examination of milk production data from areas exposed to jet aircraft noise and sonic boom events, it was determined that milk yields were not affected. This was particularly evident in those cows that had been previously exposed to jet aircraft noise.
NS-32	M187	Noise levels presented in the EIS for the F-35 differ from a performance report put out by Lockheed Martin.	The Lockheed Martin report was not provided; however, the EIS presents comparative single-event sound levels of the F-35A and comparative aircraft, as applicable. For example, Table BR3.2-1 of the EIS states the F-35A would be approximately 20 dB greater in Maximum Sound Level (Lmax) than the F-16 as the aircraft pass overhead at 1,000 ft altitude. A 20 dB increase equates to an approximately quadrupling of perceived loudness as derived from the text in Appendix C.
NS-33	M199	In section 3.2.2.1 on page BR4-35, the DEIS provides the baseline noise levels for each of the airspace units. There is no reference made to how these measurements were determined though the general methodology is alluded to in an earlier paragraph. Appendix C does not provide this explanation as one would expect it to.	EIS Section 3.3 and Appendix C explain the different noise metrics and their consequences. Each base-specific Section 3.2 explains the noise models and output components. The references in Appendix C list the sources for the modeling of noise, including NOISEMAP, Integrated Noise Model (INM), and PCBoom.
NS-34	M202	Does the EIS address the increased sound levels of more than one F-35 flying in formation (i.e., from a "wingman")? Adding even a second aircraft would at least result in a doubling of noise.	As per current flight restrictions at and around Burlington IAP, no formation take-offs or landings would occur at the airport. The EIS does present noise levels generated by one aircraft and single-event noise levels would increase by 3 dB for every doubling of aircraft in a formation flight (relative to the single-event noise levels of a single aircraft). For example, going from 1 aircraft in flight to 2 side-by-side, would increase the SEL (or Lmax) by 3 dB.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-35	M202	The F-16 (depending on engine) has about 24,000 lbs of thrust. The F-35 has 40,000 lbs of thrust - more thrust equals more noise - the EIS seems to claim otherwise.	DNL depends on many factors, including but not limited to single-event noise level and numbers of operations. The single-event noise level is dependent on factors such as power setting, altitude and speed. On a single-event basis, the F-35A is noisier than the F-16 as shown in the DEIS Table BR3.2-1. DNL-wise, ANG Scenarios 1 and 2 would increase the population within the 65 dB DNL contour relative to Baseline as shown in Tables BR3.2-8 and BR3.2-14 of the DEIS.
NS-36	HO148, HO150, HO153, HW124, M204, M312	The DEIS does not address "single event" noise levels, which can exceed 121 dB. The DEIS also does not address "noise spikes" that can be over 100-108 dB.	The EIS presents single-event noise levels such as Sound Exposure Level (SEL) and Maximum Sound Level (Lmax) for comparative aircraft for each base. For example, see Table BR3.2-1. Lmax (which can be referred to as "noise spikes") are predicted to be 83-115 dB for various representative conditions for the F-35A at Burlington AGS. The EIS also addresses single-event noise effects such as speech interference, classroom learning interference, and sleep disturbance for each base. For example, see Tables BR3.2-10, 11, and 12 for ANG Scenario 1.
NS-37	M204	The DEIS fails to address the negative effects of the F-35A regarding speech interference, sleep disturbance, and common annoyance.	Each base-specific section 3.2.1.2 addresses the potential impacts of F-35A noise to speech interference, sleep disturbance, and common annoyance (see Section HL 3.2.1.2, Table2 HL3.2-4 and HL3.2-5, for example). Additional information is also provided in Appendix C, Section C2.3.
NS-38	M204	The DEIS does not incorporate literature (e.g., Fidell and Silvati 2004[?]; Miedema and Vos 1998) that calls into question Air Force methodologies for noise analysis.	Both the Fidell and Miedema articles question the relationship of DNL; they do not use standard Air Force methodologies to measure noise. In addition, the analysis they suggest would conflict with the types of metrics (i.e., DNL) being presented in the analysis. Therefore, this literature was not incorporated into the EIS.
NS-39	M204	The DEIS fails to address the key factors for community noise exposure: types of aircraft, type of engines, number of takeoffs/landings, and times of day	Chapter 2, Section 2.1.1 and base-specific Section 2.1.2, provide details used as inputs into the noise analysis at the airfields including the number and types of aircraft at each alternative location, the number of airfield operations (takeoffs, landing, and closed patterns), and the percentage of time that these flights would occur during "environmental" day and night, or from 7:00am to 10:00pm during the "environmental" day and from 10:00pm to 7:00am during "environmental" night. Operations occurring during environmental nighttime hours are assessed a 10 dB penalty. Types of engines are indicated in base-specific Table 3.2-1.
NS-40	M204	The DEIS excludes the use of sound metrics for: Sound Exposure Levels (SEL), Equivalent Sound Levels (Leq), Time Above (TA) a specified sound level, and Number of Events Above (NA) a specified sound level.	The EIS noise analysis in each of the base-specific section uses: SEL and Lmax (e.g., Table XX3.2-1 and associated discussion) and Leq and NA for classroom speech interference (e.g., Table XX3.2-5 and related discussion). The noise model cannot generate TA at this time (because of the new engine) but the Air Force is having the model updated to include TA in the future.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-41	M204	The DEIS fails to show the difference between day and night contributions to the DNL; also, the DEIS does not compare the 15-hour day average sound level (DL) and a 9-hour night average (NL). This would result in 5-10 more decibels greater than the A-weighted value for a single aircraft event.	In accordance with federal guidance, noise exposure and land use compatibility is not assessed with individual daytime and nighttime levels but with Day-Night Average Sound Level (DNL) as explained in Section 3.3.2 of the EIS. DNL is a cumulative measure of aircraft noise exposure over an average 24-hour period with noises at night (between 10pm and 7am) weighted (increased) by 10 dB. Furthermore, unless the aircraft performs over 86,400 equivalent operations per day, the DNL will always be less than the Sound Exposure Level (SEL) generated by a single-event.
NS-42	M204	DEIS fails to discuss the number of events above a threshold level or the events during a specific time period (i.e., during the school day: 8am to 3pm).	The EIS provided the Number of Events (NA) metric for the assessments of speech and classroom learning interference for each installation (e.g., see Tables BR3.2-10 and 11, respectively).
NS-43	M204	The DEIS fails to provide information for the worst case scenario for noise levels.	The NEPA statute and its implementing regulations do not require federal agencies to conduct worst case scenario analyses. See Chapter 3, Section 3.3.5 for the noise analysis methodology and each base-specific section in sections XX3.2.1.2 and XX3.2.2.2 for noise impacts on airfield and airspace environment.
NS-44	M239, M346	Concern about negative effects of noise from F-35 on domestic animals/house pets.	Appendix C, Section C 2.6 provides information on studies related to noise effects on domestic animals. Each base-specific Section 3.2 quantifies projected F-35A noise levels from which to make conclusions of effects.
NS-45	HW089, HW093, HW110, M094, M097, M098, M117, M124, M126, M127, M135, M140, M169, M173, M179, M187, M201, M212, M214, M216, M224, M226, M231, M237, M239, M243, M244, M247, M252, M255, M256, M275, M315, M316, M319, M333, M340, M348, M355, M361, M366, M368, M371, M874, M882, M891, M920, M933	The F-35A will negatively affect the quality of the life in my area.	The Air Force recognizes that there could be impacts to the population and that some persons may feel that they have experienced a reduction in quality of life under any of beddown scenarios. Quality of life is not possible to quantify because it is based on a set of subjective experiences that are highly variable among individuals and unpredictable. However, the EIS provides several indicators of noise level, which can be used to predict quality of life. Estimates of the percentage of the population that would be highly annoyed by noise, for example, are one indicator of a decreased quality of life.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-46	M326	Table 6.7 in the Executive Summary shows the F-35 to be 3 to 4 times louder than the F-16 (SEL 17 dB and Lmax 26 dB greater on takeoffs, landings and touch and gos). dBA is a logarithmic scale and an increase of 5 dBA is perceived by the human ear to be twice as loud - it's a lot more than twice the sound pressure, which doubles about every 3 dBA and by a factor of 10 for every 10 dB.	Table 6.7 in the Executive Summary shows the F-35A would be between 17 dB and 20 dB greater in SEL and between 21 dB and 25 dB greater in Lmax than the F-16 during takeoff and arrival, directly over the receiver at an altitude of 1,000 ft and at an altitude of 1,500 ft over the receiver on a downwind leg of a local pattern operation. As explained in Appendix C, Section C1.1, a change in (single-event) sound level of 10 dB is usually perceived by the average person as a doubling (or halving) of the sound's loudness. Concur regarding sound pressure doubling with every 3 dB change and by a factor of 10 for every 10 dB change. The Executive Summary Table 6.7 was slightly revised in terms of footnoting and column headers.
NS-47	M326	The 65 dBA day-night noise limit contour map in the Executive Summary compares fewer F-35 flights to a greater number of F-16 flights. It would be useful to compare the contours using equal numbers of flights - there's no guarantee that flights will not increase in future years.	The EIS evaluates the scenarios and number of F-35A flights that would meet the Air Force's purpose and need to maintain combat capability and replace aging aircraft. Each base-specific Section 3.2.1.2 notes that the F-35A in general generates more noise than existing F-15 and F-16 aircraft. Should the number of F-35A flights change (whether it is an increase or decrease) additional analysis would be required under separate NEPA documentation.
NS-48	M326	The effect of low frequency noise generated by the F-35A is not adequately addressed. By using dBA as a measurement, the impact of far-travelling, low frequency noise is minimized because dBA filters out lower frequencies.	Scientifically established guidelines for aircraft noise assessment use A-weighted levels (or similar metrics), which emphasize the middle and high frequencies that people hear and that can cause adverse impact. Metrics that include low frequencies, such as C-weighting, have been found to correlate poorly with community response.
NS-49	M346	Because the contour maps do not clearly specify local roads, it is difficult to determine the actual location of homes and other structures that would be affected by >65 dB DNL. Why were source materials for the contour maps not included? The City of South Burlington requests whatever data points and/or geographic coordinates were used to construct the contour lines in the Burlington area.	The Geographic Information System data layers were provided to the South Burlington City Manager (Mr. Sanford Miller) on 13 August 2012. Contours were derived from using the NOISEMAP model. See responses NS-22, NS-29, and NS-39.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-50	M346	Table C-1 and C-2 (Appendix C) list the representative maximum sound and exposure levels for five aircraft, but the F-35 is not listed in either table, making it difficult to make an assessment as to the sound levels and exposure for the F-35. Why was the F-35 not included in these tables?	The tables have been updated to include the F-35A and F-4.
NS-51	M346	The DEIS uses the hours between 10pm and 7am for sleep disturbance analysis; this fails to consider and assess the impact on many shift-workers who sleep during the day (first responders, police, hospital workers, etc.). Why were such workers not considered in analysis? Request that such analysis for daytime sleep disturbance is done.	The weighting for the time period of 10:00 pm to 7:00 am is primarily to account for the greater intrusiveness of aircraft noise during these hours because ambient noise levels that can mask aircraft noise during the day is less. Both the FAA and DoD assess aircraft noise impacts to sleep based on these parameters.
NS-52	M346	DEIS states that hearing loss with exposure to military low-altitude flight noise (Lmax > 114 dB) is not a concern because airport neighbors will not be outside for extended periods does not take into consideration outdoor construction workers and farmers in vicinity to areas of high noise exposure around the airport.	Chapter 3, Section 3.3.3, base-specific Section 3.2, and Appendix C, Section C2.5 present the methodology used to evaluate potential hearing loss. This methodology was established in USEPA Report No. 550/9-82-105, Guidelines for Noise Impact Analysis (USEPA 1982) and states the noise-induced permanent threshold shift (hearing loss) that can be expected from daily exposure to average noise levels of 80 dB DNL or greater for 8 hours per day, 5 days a week over a working lifetime of 40 years. The low-altitude flight noise with a maximum noise level of 115 dB (see Table BR3.2-1) would occur only during specific airfield operations which are incorporated with other airfield operations to create the average noise levels.
NS-53	M346	What baseline data was used for civil and commercial aircraft noise conditions around Burlington IAP? Since the IAP data is not the same as the ANG data, to what baseline was F-35 noise compared? Specifically, was the noise level of 70 dB at Chamberlain School derived from the incorrect Burlington IAP baseline, or the actual F-16 baseline?	See response NS-22. As presented in Section BR3.2.1.1, baseline noise contours were derived from the updated Burlington IAP Part 150 study (for commercial aircraft) and actual F-16 operations provided by Burlington AGS in 2010.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-54	M346	What baseline conditions were used for the assessment of Potential for Hearing Loss (PHL)? How many residential areas/residences will be subject to noise levels of >80dB?	Baseline noise conditions were generated by modeling the 2010 F-16 operations provided by Burlington AGS while baseline civil and commercial aircraft noise conditions are from the updated Burlington IAP Part 150 study (see Section BR3.2.1). Table BR3.2-7 and preceding text provides the number of residences affected by noise levels greater than 80 dB DNL.
NS-55	M346	The 65 dB DNL contour used in the DEIS was unknown to the City of South Burlington and BIA until only a few days before publication. The BIA administers an FAA-approved 65 dB DNL Contour Area under the Part 150 Noise Compatibility Program (NCP). This area is significantly smaller than the 65 dB DNL baseline area depicted in the DEIS. While the boundary in the DEIS may be technically correct, it is not the boundary upon which the FAA home buy-out program is based. Request that the EIS be modified to include both 65 dB DNL boundaries, with an explanation of their separate sources and functions. Also request that wherever the EIS uses baseline 65 dB DNL Contour Area in determination of impacts in Burlington area, that the same determinations be made using the BIA's NCP 65 dB DNL boundary.	See responses NS-22, NS-29, and NS-39. In addition, Section BR3.10.1.1 provides an explanation of the NCP.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-56	M347	Where low-level airspace over wilderness areas occurs, analysis of potential noise impacts should include the use of additional metrics, beyond just the onset-rate adjusted Day-Night Average Sound Level. Impact analysis using Maximum Sound Level and Sound Exposure Level metrics would be more appropriate in analyzing the "startle effect" of F-35A noise on the public and wildlife.	See response LU-4. The EIS uses several different noise metrics (including SEL and Lmax, see base-specific Table 3.2-1) to evaluate potential impacts on the public and wildlife.
NS-57	M346, M362, M368	The DEIS states that the Air Force will "continue to work with the Burlington IAP and the City of South Burlington to support purchase and relocation through the Part 150 process and to assess noise abatement procedures" (pg. 2-45). How will this occur? Given a recent statement by the Burlington IAP that they do not intend to add more houses to the FAA buyout program, what other measures will the AF take to purchase and relocate additional houses affected by greater F-35 noise levels? What action will the AF take to assess noise abatement measures?	As stated in the EIS, the Air Force and Air National Guard will continue to work with the community on these noise concerns. However, neither the Air Force or Air National Guard have no plans to acquire residences as part of the F-35A beddown. Local governments have the authority to work with the FAA to regulate land use and approve development permits in the vicinity of the airfields.
NS-58	M868	The 55 dB DNL contour should be provided since the EPA identifies 55 dB DNL as requisite to protect public health and welfare.	The 55 dB DNL contour will not be provided. While the USEPA recommends 55 dB DNL as the noise level which protects the public health and welfare with an adequate margin of safety (USEPA 1974), most people are regularly exposed to time-averaged noise levels exceeding 55 dB. The noise level 65 dB DNL has been selected as a threshold level above which the risk of substantial noise impacts increases.

Noise-NS

Response Number	Comment Number	Comment Description	Response
NS-59	M345	Figures BR3.2-2 and BR3.2-3 do not pinpoint residential neighborhoods falling under 65+ dB DNL under either scenario. Map indicated these areas would be indicated with an orange circle.	Figures BR3.2-2 and BR3.2-3 only provide a representative sampling of noise sensitive receptors including residential neighborhoods in order to give readers an understanding of the noise levels to be experienced under each ANG scenario. While not all of the residential neighborhoods are pinpointed with the orange circle, noise levels at places of worship, schools, and hospitals can also provide an estimate of the noise levels to be experienced in nearby neighborhoods.
NS-60	M342, M912	The maps of DNL noise zones are inadequate and should be redone to allow for easier identification of specific locations within the zones (like a street or a house). The maps should also identify any zones of uncertainty in the noise contours.	The Geographic Information System data layers were provided to the South Burlington City Manager (Mr. Sanford Miller) on 13 August 2012.

Proposed Action-PA

Response Number	Comment Number	Comment Description	Response
PA-1	HO055, HO056, HO057, HO058, HW008, HW009, M036	How would Boise AGS be involved in the alternative with Mountain Home AFB? How many times in a year will the F-35 take-off and land at Boise AGS?	There are two different F-35A aircraft proposals occurring at the same time. Boise AGS is not proposed to be used as part of the F-35A Operational Wing basing at Mountain Home AFB. As occurs under current conditions, incidental use of the Boise airport could occur by any civil or military aircraft. Boise AGS is an alternative for the F-35A Training Basing EIS. Information on the F-35A Training Basing EIS is available at the www.f-35atrainingeis.com .
PA-2	M046, M107	Has the F-35A already flown from any of the proposed training or basing locations?	As of 2012, no F-35A aircraft have flown from any of the proposed basing locations. F-35A test and training activities are at Edwards AFB, CA; Eglin AFB, FL; and Nellis AFB, NV.
PA-3	HO095, M164, M241, M346, M937	Will the scoring matrix used to develop the alternatives be made available?	The basing criteria scores were used to create a priority list of bases, known as the "1 to N list," which the Air Force used, along with military judgment factors, to identify candidate bases. Please refer to Chapter 2, Section 2.2.
PA-4	HO088, HO089, HO095, HW083, M063, M128, M145, M162, M164, M196, M239, M346, M360, M369, M855, M859, M919, M922, M932, M937	Why was Burlington AGS selected as a preferred alternative? How was Burlington AGS selected as the preferred alternative when the Executive Summary and the EIS indicate the region as adversely impacted? In addition to mission, capability, cost, environment, and military judgment, what other (if any) criteria were used for the selection process? What weights were given to each criterion?	Chapter 2, Section 2.2.6 of the EIS notes that Burlington AGS and Hill AFB were selected as the preferred alternative locations because the Air Force determined that these locations best fulfill its mission responsibilities taking into consideration operational, technical, environmental, and other factors. Section 2.2 of the EIS outlines the Alternative Identification Process and Section 2.2.3 and notes that the mission criterion was weighted more heavily than capacity, environmental, and cost. Section 2.4 of the EIS discusses measures which could be implemented to avoid, minimize, or reduce potential environmental impacts for regions adversely impacted.
PA-5	HO090, HW088, M091, M117, M135, M215, M297, M859, M864	Why select Burlington AGS instead of reopening Plattsburgh AFB, New York or build a new dedicated facility somewhere else?	The re-opening of a closed base (such as Plattsburgh) was not considered as part of the screening process and would be a very costly endeavor. Only existing and opened bases were considered.
PA-6	M107, M346, M855, M859	The EIS does not address what would happen if there is an increase in activities once the beddown occurs: more F-35 aircraft; an increase in training, repairs, testing, increased overnight flights; or the potential for a build out or full deployment. What assurances are there that the beddown would stay within the limits discussed in the Draft EIS?	Every effort was made to calculate, but not over estimate, an accurate number of training flights, testing, repairs, etc. that would occur with the proposed beddown. While it is possible that events could alter the planned EIS numbers, it is not likely. However, if this were to occur the Air Force would undertake the applicable level of NEPA documentation and the necessary supplemental analysis would be conducted prior to implementing any changes.
PA-7	M084, M227	The Air Force doesn't appear to have a clear and transparent plan for site selection and the operation of the F-35A. The DEIS explores parameters for making beddown decisions, but there doesn't appear to be a description of how this will be used as part of decision support.	Chapter 2, Section 2.2 of the EIS outlines the Air Force's Alternative Identification Process for selecting alternative locations for basing the F-35A operational wing. Section 1.5 of the EIS describes the stages of an EIS and how the Air Force reaches a Record of Decision.
PA-8	M084	What recourse would be in place to mediate between the Air Force and the community and what mitigation routes might be available to resolve any future issues?	Both now and into the future, recourse would need to be decided among the stakeholders at the basing location, your elected officials, the Air National Guard, and the Air Force. However, if there are substantive changes in operations as presented in this EIS, the Air Force would undertake the applicable level of NEPA documentation and the necessary supplemental analysis would be conducted prior to implementing any changes.

Proposed Action-PA

Response Number	Comment Number	Comment Description	Response
PA-9	M084	What is the current schedule for beddown of the F-35A?	At the time of the EIS publication, the Air Force's projected schedule for basing F-35A operational aircraft would begin in 2015 and end by 2020.
PA-10	M084	The original Record of Decision was scheduled for winter 2011, and according to the EIS, the beddown is scheduled for 2015. Why is there such a large gap of time between decision and actual beddown?	The National Environmental Policy Act requires the EIS be prepared as soon as possible to provide full and fair discussion of significant environmental impacts and to provide decision-makers and the public with reasonable alternatives. The EIS process is also used to identify actions, which would avoid or minimize adverse impacts or enhance the quality of the human environment. Early completion of the EIS and the Record of Decision allows the Air Force to proceed with early planning and allows time for required facility or infrastructure construction and modification prior to the arrival of aircraft.
PA-11	M084	The Air Force will make a site selection, and then perform a noise evaluation and proposes to acquire actual F-35 data only after the beddown. Doesn't this seem backward? Shouldn't the Air Force do a preliminary selection on the basis of simulation models, calibrate the simulation models with acoustical data, presumably from tests run at Edwards or Eglin AFB and then make a final beddown decision?	Noise evaluations were conducted using operational parameters obtained from simulator flights. The simulator flights identify how the aircraft will be flown and assist pilots in understanding what the aircraft's capabilities are before they are actually in production. The flight profiles derived from the simulator have undergone continued revisions as more aircraft have been flown in test flights at Edwards AFB, CA and Eglin AFB, FL and more flight simulator flights undertaken. These updated profiles are reflected in the current EIS. In addition, noise modeling included information specific (where applicable) to the local flying environment. For example, each installation designates a 'pattern altitude' at which the level flight portions of runway approach operations are conducted. Noise modeling included operations which mirror flight tracks used by currently based aircraft. See also response to PA-13.
PA-12	M084	On page 2-29, the Draft EIS states: "The Air Force determined that these alternative locations best fulfill its mission responsibilities, taking into consideration operational, technical, environmental, and other factors." For a decision of the magnitude of the F-35A beddown, an extensive inventory of "other factors" seems appropriate.	The decision-maker bases his/her decision on multiple factors ranging from the environmental and socioeconomic evaluations in this EIS, as well as to national defense policies, government budget constraints, and military judgment. Chapter 2, Section 2.2.1 of the EIS describes the Alternative Identification Process Methodology and includes a list of the factors considered in the selection of alternative locations.
PA-13	HO092, HO114, M084, M147, M173, M370, M867	How can an EIS be written if data to predict noise, air quality, and safety conditions is not yet fully available? What testing has been done for the F-35 to determine its environmental performance capabilities/impacts to areas such as noise, air quality, and safety? If not, is there any such testing scheduled for the future?	The EIS appropriately facilitates decision making with respect to F-35A basing and provides for comprehensive National Environmental Policy Act (NEPA) planning. NEPA requires an EIS be prepared to provide full and fair discussion of significant environmental impacts and to provide decision-makers and the public with reasonable alternatives (40 CFR 1502.2). The F-35A has been flying as part of a test program since December 2006, and emissions, noise, personnel, facility, infrastructure, weapons, and other characteristics of the F-35A and its operations were included and analyzed in the EIS.
PA-14	M121, M126, M127	The Executive Summary is not clear about how many planes will take off each day, and whether they will do so at full speed.	The Executive Summary contains information that the Air Force determined would be of most interest to members of the public while the EIS contains the full description of the Proposed Action and potential environmental impacts. Each base-specific Section 2.1.2 describes the number of annual airfield operations of F-35A and current aircraft (see Section BR2.1.2 as an example) and from this information, the average number of flights per day can be calculated. Aircraft speed and operations in the airspace are provided in each base-specific noise Sections 3.2.1 and 3.2.2.

Proposed Action-PA

Response Number	Comment Number	Comment Description	Response
PA-15	M091	Although it is close to North Atlantic air transit routes and near training ranges in Maine and Canada, Burlington International Airport seems like an odd choice for the F-35, especially since the runway is small and there are mountains nearby.	Section 2.2.6 of the EIS notes that Burlington AGS and Hill AFB were selected as the preferred alternative locations because the Air Force determined that these locations best fulfill its mission responsibilities taking into consideration operational, technical, environmental, and other factors. Chapter 2, Section 2.2 of the EIS outlines the Alternative Identification Process and Section 2.2.3 notes that mission criterion was weighted more heavily than capacity, environmental, and cost.
PA-16	M091, M334, M853, M936	Would the beddown of the F-35A at Burlington International Airport change the mission of the 158 FW? If the F-35A does not beddown at Burlington, would this result in the closing of Burlington AGS?	The beddown of the F-35A at Burlington AGS would represent a continuation of the 158 FW's current mission as described in Section BR1.0. Section 2.2.5 in Chapter 2 of the EIS defines the No-Action Alternative which for this EIS reflects the status quo where no F-35A operational basing would occur at any of the bases. At each location, including Burlington AGS, there are ongoing and currently planned activities that have been approved by the Air Force/Air National Guard and supported by existing NEPA documentation and as such are considered as part of the No-Action Alternative. Therefore, if there is no F-35A operational beddown at Burlington AGS the current mission would continue.
PA-17	M204	Why was Burlington AGS chosen as a proposed location when it has one of the shortest runways of all the proposed locations?	When considering alternative locations for the F-35A the Air Force initially eliminated those bases which did not have functional runways or runways that did not meet the minimum length requirements for the F-35A. Burlington AGS, while having a shorter runway than the other alternative locations in this EIS, does meet the minimum length requirements for the F-35A. Section 2.2 of the EIS outlines the Alternative Identification Process.
PA-18	M204, M208	As required by NEPA and CEQ, an EIS should analyze the direct and indirect impacts of alternatives; however, the DEIS only analyzes the impacts of six sub alternatives. Please describe how the DEIS analysis of direct and indirect impacts meets NEPA and CEQ requirements for analysis.	Both direct and indirect impacts were analyzed where they would occur. The EIS analysis meets NEPA requirements and CEQ guidance by evaluating multiple alternatives and specifically addressing direct and indirect effects where applicable. The EIS analyzes six alternative locations for basing operational F-35As and analyzes between two and three scenarios with alternative numbers of aircraft at each location. Including no action as the baseline condition at each location, the EIS addresses 21 different alternatives and explains that one or more alternative location could be selected to meet the purpose and need (Section 1.4). Where different alternatives have the potential for direct and indirect effects, the analysis specifically identifies the direct and indirect effects, such as in Section HL3.11.1.2.
PA-19	M208	The DEIS compares the impacts of parts of the same alternative; NEPA and CEQ require comparison of the impacts between alternatives, not the subparts of the same alternative. Please describe how the DEIS meets the comparison of impacts as required by NEPA and CEQ.	The EIS is structured to adhere exactly to the CEQ #7 guidance from CEQ's 40 FAQs: http://ceq.hss.doe.gov/nepa/regs/40/40p3.htm . Chapter 2 of the EIS is devoted to describing and comparing the alternatives. Overall basing requirements are detailed in this Chapter 2 alternatives section. Where there are details at specific alternative locations, such as base construction or airspace use, the EIS presents that information within each base-specific Chapter 2 to reduce duplication. The comparison of alternatives is presented in a concise descriptive summary in Table 2-12.
PA-20	HO150, HW124	EIS should include more information on the types of sorties and at what altitudes the F-35As would fly in Condor. Percentages in the EIS don't give a clear picture and doesn't describe the types of maneuvers and events that would take place.	Section BR2.2.1 of the EIS describes the activities to be conducted in the Condor MOA. Figure BR2.2-3 and Table BR2.2-1 of the EIS shows that the F-35A would use the Condor MOA as it currently exists with no sortie-operations conducted below 7,000 feet MSL. Table 2-6 of the EIS describes the types of training activities for the F-35A would conduct and the types of training airspace required for these activities.

Proposed Action-PA

Response Number	Comment Number	Comment Description	Response
PA-21	HO150, HO153, HO154, HO157, HO160, HO162, HW124, HW125, HW128, HW129	Concern for F-35A activities at low altitudes in the Condor MOA and all related issues such as safety, airspace communications, and airspace management.	See response to comment PA-20. Also, Table BR2.2-3 of the EIS describes that most of the F-35A airspace operations would be conducted in the Viper Complex with 1,971 F-35A airspace operations under ANG Scenario 2 as compared to only 246 F-35A airspace operations in the Condor Scotty Complex under the same scenario.
PA-22	HO160, HW129	FAA would risk their credibility as a professional Federal Review Agency if they were to approve this project given the EIS study of F-35 relocation proposal has not given adequate public review of this proposal.	With the addition of a public hearing in Maine, the EIS public comment period was extended from the minimum 45-day public review period to 64 days to allow more time for public review. The FAA is a cooperating agency on this EIS; however, since there are no airspace modifications proposed in this EIS the FAA is a cooperating agency because of its responsibility for the joint use runways and facilities at Burlington IAP and Jacksonville IAP as described in Section 1.6 of the EIS.
PA-23	M346	Please identify the specific factors and their scores or weights, including the methodologies used in measuring them and the science upon which they are based, for all environmental impacts included in the DEIS for each proposed basing location and show how these measurements or weights counterbalance the dramatic and negative human impact that would result from basing the F-35A at Burlington AGS.	See responses to comments PA-3, PA-4, and PA-12.
PA-24	M346	Page BR4-12 states "Analysis of baseline conditions provides a benchmark that enables decision-makers to evaluate the environmental consequences of the proposed beddown alternatives at each base." Was inaccurate or incomplete data given to decision-makers? The numerical and percentage changes from baseline to F-35 were incorrect.	See response NS-53. The EIS provides a valid representation of existing, or baseline, conditions at each alternative location which is used to evaluate the extent of the environmental impacts resulting from the addition of the F-35A activities.
PA-25	M346	Page 2-45 states "Other unavoidable adverse impacts may be identified during public and agency review of the DEIS which cannot be mitigated to an acceptable level. If such unavoidable adverse impacts are identified, they would be detailed for decision-makers in the Final EIS and ROD." What affect does detailing adverse impacts to decision-makers have on the decision to base the F-35A? Would the local area be informed of these unavoidable adverse impacts? What factors would be considered "non-acceptable"?	Unavoidable adverse impacts are identified in the EIS in Chapter 2, Section 2.6.2. The decision-makers weigh these impacts as well as other factors (for example cost to implement and available number of aircraft for basing options, governmental budget constraints, and political considerations) in their basing decision. All factors are acceptable but it is up to the decision-maker as to what is the level of risk to the mission that they are willing to accept in order to base an aircraft at a particular location.

Proposed Action-PA

Response Number	Comment Number	Comment Description	Response
PA-26	M346	Is it likely that when data from the F-35A is available, the environmental impacts will change? What is the probability that the impacts will be more severe?	As explained in the responses to AQ-7, NS-38, NS-43, PA-13, PI-4, PI-9, and SA-1, the Air Force used the most up-to-date data for the F-35A. There is no basis for estimating that the consequences described in this EIS will be more or less than what has been presented in the EIS for each location alternative, for each scenario, and for each environmental resource.
PA-27	M339	How often will afterburners be used by the F-35A during takeoffs? I've heard it stated that they will use afterburners on up to 90% of takeoffs.	It is anticipated that the F-35A would use afterburners about 5 percent of the time on takeoffs. The 90 percent refers to F-16s. All base-specific sections at Table 3.2-1 were updated to include a footnote about this fact.
PA-28	M855	Draft EIS shows that Burlington AGS is not the preferred basing for the F-35 because the No Action alternative is the environmentally preferable alternative.	As described in EIS Section 2.2.6, CEQ regulations require the identification of an environmentally preferred alternative and the agency's preferred alternative. This identification must be done at least by the time the Record of Decision is signed. There is no requirement that an agency select the environmentally preferred alternative, simply that the agency identify it.

Public Involvement-PI

Response Number	Comment Number	Comment Description	Response
PI-1	HO114, HO155, M084, M126, M127, M241	General issue with format or readability of Draft EIS or as issue with length or lack of clarity in document organization. Citations between Executive Summary and EIS appear to be broken.	The EIS is written to be technically accurate and easily understandable to the extent possible. The Executive Summary was designed to provide those statistics and summary information in which members of the public would be most interested. Citations indicated in Table ES-2 of the Executive Summary are referring to the appropriate sections of the Draft EIS. For example, information cited in Table ES-2 as being contained in the EIS in Section 3.2.1.2 for all bases is referring to Sections BR3.2.1.2, HL3.2.1.2, JX3.2.1.2, Mc3.2.1.2, MH3.2.1.2, and SH3.2.1.2.
PI-2	HW125, HW129, M084, M131, M183, M202, M213, M231, M239, M241, M314, M339, M345, M378, M851, M855	Please acknowledge attached materials and consider for inclusion in analysis for the Final EIS and/or apply to the current comment period.	In accordance with the National Environmental Policy Act, the Air Force is considering the environmental impacts of basing of F-35A operational aircraft, which includes full consideration of all comments (and attached material) provided during the public comment period of the Draft EIS. While some of the attached materials to comments were not included in the publication of the Revised Draft EIS (due to length) they are available upon request and will be provided to the decision-maker for consideration and as part of the EIS project record.
PI-3	M069, M140, M202, M204, M211, M226, M241, M285, M319, M326, M358, M859, M934	A decision has already been made by the Air Force and the public involvement process (hearings, comments, etc.) is just a formality.	The Air Force has not made a final decision. EIS public scoping, release of the Draft EIS for review, and public hearings demonstrate that the Air Force is receiving comments and the effort to respond to those comments demonstrates that the Air Force is considering all public and agency inputs. That input all becomes part of the public record for decision-makers to consider along with other factors, prior to making any decision regarding basing of F-35A operational aircraft.
PI-4	HO114, HW083, M064, M202, M241, M286, M294, M343, M358, M362, M853, M855, M936	The Air Force should bring several F-35A aircraft and fly some sorties so that residents can judge the noise for themselves.	There is not a sufficient number of F-35A aircraft available or enough trained pilots to provide a demonstration of the F-35A aircraft. F-35A noise level measurements used in this EIS are the most accurate data available for the aircraft. Flight profiles expected to be used by the F-35A were derived by repeated flight simulator tests, and were applied to local flying conditions at the beddown installation. Individual overflight noise levels are compared in the Base and Airspace Noise Environmental consequences sections for each base. Field checks have been conducted which indicated good agreement between levels predicted by NOISEMAP and actual noise levels.
PI-5	HW104	The procedure for handling complaints needs to be spelled out in the EIS.	Noise complaints are handled by the public affairs office at the specific Air Force Bases and Air National Guard Stations.
PI-6	M107, M126, M127, M146	Request for additional scoping or public meeting(s).	An additional hearing was held in Maine at the request of their congressional delegations. No other requests were received. The Air Force held hearings in 20 communities anticipated to be affected by the basing action. The EIS was available for review on a website and at numerous local public libraries in order to ensure an informed public. In addition, advertisements in local papers were run to invite public participation.

Public Involvement-PI

Response Number	Comment Number	Comment Description	Response
PI-7	HO160, HW129, M107, M241, M868	Request for an extension to the public comment period.	The Air Force follows the guidelines for timing of agency action and allows no less than 45-days for comments on draft environmental impact statements, as prescribed in 40 CFR §1506.10(c). An extension (for a total of 64 days) to the public comment period was provided in order for the Air Force to hold an additional public hearing in Maine.
PI-8	HO087, HO096, HO154, HO155, HW125, HW126, M036, M063, M096, M107, M114, M126, M127, M146, M169, M173, M177, M210, M211, M273, M326, M339, M884, M900, M937	General issue with format of a public meeting (time limits, format, moderation, neutrality).	The public hearings were conducted consistent with Air Force NEPA regulations as promulgated in Code of Federal Regulations 989, Appendix C, A3.7. The moderator typically allows elected officials the opportunity to provide initial comments. The moderator does not know in advance what public comments will be made and each individual is given equal time to express his or her position on the project and the Draft EIS. The moderator does not stop the public from expressing opinions. Any and all comments submitted in writing during the 64-day review period or verbally presented at the public hearings are equally included in the Revised Draft EIS.
PI-9	HO095, HO113	The EIS analysis is flawed and should be thrown out. The EIS only accounts for 15 percent of each location's score in the scoring matrix used to develop the alternatives. The EIS is produced on inconclusive data.	The EIS appropriately facilitates decision making with respect to F-35A basing and provides for comprehensive National Environmental Policy Act (NEPA) planning. This document supports a known requirement that is ripe for decision. Section 2.2 of the EIS outlines the Alternative Identification Process and Section 2.2.3 notes that mission criterion was weighted more heavily than capacity, environmental, and cost. The F-35A has been flying as part of a test program since December 2006, and emission, noise, personnel, facility, infrastructure, weapons, and other characteristics of the aircraft and its operations are available and have been included in the EIS.
PI-10	M126, M127	Did not receive a copy of the Draft EIS after multiple requests/Had difficulty obtaining a copy of the Draft EIS.	The Air Force apologizes for this oversight and made every effort to send the EIS to those who had requested it. The document was sent to over 400 individuals, made available for review and downloading on a public website, and sent to 35 public libraries in the communities potentially affected by the Proposed Action and alternatives. Both the phone number and address of the Air Force NEPA Project Manager were included in the advertisements that ran in close to 20 newspapers and <i>Federal Register</i> notifications and if the commenter did not have the ability to obtain a copy we apologize.
PI-11	HO083, HO084, M370	Would like to meet with the Air Force to address specific questions and issues for the residents of the City of Winooski.	The Air National Guard and the Air Force are working with local and state officials to address specific questions and issues associated with the proposed basing of F-35A at Burlington International Airport.

Public Involvement-PI

Response Number	Comment Number	Comment Description	Response
PI-12	HO150, HO160, HW124, HW129, M084, M209, M226, M232, M250, M251, M277, M315, M316, M339, M341, M351, M360, M374, M855	These comments include issues that are outside of the purpose and context of this EIS.	Please see Chapter 1 of the EIS for a description of the F-35A program and the purpose and need of the initial F-35A operational basing. These comments indicate issues that are outside of the purpose and context of this EIS.
PI-13	M091	Were comments requested from any communities across Lake Champlain in New York State? It seems like they would be affected by the noise caused by F-35A sorties.	Yes, scoping and hearing meetings were held in Watertown, New York and copies of the EIS made available for review at multiple locations.
PI-14	M199	USDA, Forest Service, White Mountain National Forest requests GIS shapefiles with appropriate metadata for Yankee Laser and Condor Scotty airspaces (both the Military Operations Areas and Air Traffic Control Assigned Airspaces).	The shape files are available from the National Geospatial Intelligence Agency (NGA) (www1.nga.mil).
PI-15	HO160, M204	The DEIS fails the test for NEPA/disregards NEPA based upon the idea that first and foremost the health and welfare of citizens potentially affected need to be addressed.	The EIS appropriately facilitates decision making with respect to F-35A basing and provides for comprehensive National Environmental Policy Act (NEPA) planning. The EIS evaluates impacts to citizens, wildlife, and other environmental resources as a result of noise, air emissions, flight activities in military airspace and on military ranges. These potential impacts are identified in the EIS to provide the decision maker with information on the consequences of the basing decision.
PI-16	M232	What other impact studies have been done about the F-35?	Several other environmental impact studies have been done on the F-35. An EIS for the Initial Joint Training Site for the F-35 at Eglin AFB was completed in 2009 and a Supplemental EIS is currently underway. The F-35A Weapons School and Follow-on Development Evaluation Beddown at Nellis AFB, EIS was completed in 2011. The F-35A Training Basing EIS is almost near completion and can be found at www.f-35atrainingeis.com . In addition, the U.S. Marine Corps completed two EISs for basing the F-35B on the East and West Coasts of the U.S.; four bases were evaluated for potential basing. The Navy is currently underway evaluating the basing of F-35C aircraft at bases on the West Coast.
PI-17	M241	Can information from the DEIS be reprinted? Is the document considered public and thus can be quoted from?	The Draft EIS is a public document and information can be reprinted and quoted if appropriately cited as any other public document.

Public Involvement-PI

Response Number	Comment Number	Comment Description	Response
PI-18	M241, M370	What happens (and when does it happen) between the DEIS and FEIS? What is the Air Force permitted to retract, change, adapt? Will mitigations be identified and will there be another opportunity for public review?	The Revised Draft EIS identifies where changes have been made in the document at Chapter 2, Section 2.4. In addition, the Air Force documented all comments received on the Draft EIS and provided responses to comments in the Revised Draft EIS. Responses include supplementing, improving, or modifying the analyses and factual corrections. Measures to avoid and minimize adverse impacts are outlined in Chapter 2, Section 2.6. The public will have another 30 days to review the Revised Draft EIS (per 32 Code of Federal Regulations 989.19(3)(e)) and be provided the opportunity to comment once again. After publication of the Final EIS, a 30-day waiting period is initiated and the public has another 30 more days to review the document. After 30 days, a Record of Decision will be prepared identifying the preferred action, significant impacts, mitigations designed to address significant impacts, and unavoidable adverse impacts associated with the decision. A subsequent mitigation plan will commit to mitigations, which will be applied to reduce or avoid significant impacts where practicable.
PI-19	M241	Do emails sent by the public to the project manager go on the record? The City of Winooski's website indicated that such emails did not go into the record.	Public and agency comments on the Draft EIS are considered in the EIS, including comments received via email. These comments all become part of the public record for decision-makers to consider along with other factors, prior to making any decision regarding basing of F-35A training aircraft.
PI-20	HO151	There are some misspelled town names in the EIS. Kingsfield should be written as Kingfield and Rumsford should be written as Rumford.	These corrections were made in this version of the EIS.
PI-21	HW124	Who wrote the F-35A Basing EIS?	The EIS provides a list of preparers of the document in Chapter 6.0 which contains their qualifications and years of experience (40 CFR 1502.17).
PI-22	HW124	Where does the EIS explain why two military towns took the Air Force to court because of F-35 noise issues?	The Air Force was sued by the City of Valparaiso as related to the BRAC-related F-35 beddown at Eglin AFB, Florida. An EIS and Record of Decision were signed providing for the training of 59 F-35A, F-35B, and F 35C from Eglin AFB. A Supplemental EIS is in preparation to address alternative runway and airspace usage.
PI-23	M346	Where else in the country has the Air Force bases high-decibel producing aircraft in which the 65 dB DNL contour area resulting from basing added over 2,800 individuals (including school-aged children, low-income and minority groups) to the population under the contour? Did schools under the contour area remain open and/or did staff leave the schools? Were there population changes in affected communities? Please provide detailed case studies of these locations.	Comparing the environmental impacts and subsequent results of this basing action with previous base expansions in unrelated communities is out of the scope of this EIS. The EIS analysis (updated to include 2010 Census block group data for total population), as well as minority and low-income populations, and conclusions were derived by comparing changes in baseline conditions to those that would occur under each of the basing scenarios (3 for ACC bases and 2 for ANG bases) in each of the six basing alternative locations.

Public Involvement-PI

Response Number	Comment Number	Comment Description	Response
PI-24	M346	Once F-35s are based and actual acoustical data are acquired to validate the proposed impacts in an appropriate noise study under AICUZ (as per page 2-43 and 2-44), what, if any, recourse does a local community have to challenge the continued basing of the F-35A, or request mitigation measures, including financial assistance, to accommodate the different impacts on neighborhoods affected by changes?	The Air Force prepares the AICUZ study for a military base after there has been a beddown of aircraft and the aircraft have been flying from the base. The AICUZ then documents any changes in flight operations which have been instituted to reduce off-base noise effects. The AICUZ study is made available to the public and local planning agencies as recommendations only. It is the responsibility of the local planning and zoning agencies to decide whether or not to adopt these recommendations. The Congress has given the FAA authority to spend taxpayer money for mitigating noise at private residences and noise-sensitive receptors in relation to airport construction or expansion, it has not given the military Services any similar general authority.
PI-25	M346	When more accurate data is available, will another DEIS be issued containing the correct data? Will the public be given an opportunity to comment on the corrected data?	Another Draft EIS will not be issued for this action. As explained in the responses to AQ-7, NS-38, NS-43, PA-13, PI-4, PI-9, and SA-1, the Air Force has used the most recent data for this environmental analysis. There is no basis for estimating that the consequences described in this EIS will be more or less than what has been presented in the EIS for each location alternative, for each scenario, and for each environmental resource. As explained in PI-24, the Air Force prepares the AICUZ study for a military base after there has been a beddown of aircraft and the aircraft have been flying from the base. The AICUZ then documents any changes in flight operations which have been instituted to reduce off-base noise effects. For joint use airfields (such as Burlington and Jacksonville International Airports), the Air National Guard works with the local airport authority in developing the Part 150 noise contours.
PI-26	M339	The EIS should not have been written by the people who want the F-35A placed in this area.	Thirty-two CFR 651.6 states that NEPA analyses is to be prepared by the proponent using appropriate resources and manpower. For this proposal, the U.S. Air Force Air Combat Command is the proponent. Chapter 6 of the EIS lists the preparers of the EIS who are resource and technical experts in their various fields as noted by their education and years of experience.
PI-27	M895	How much does environmental impact factor into the ultimate decision to base the aircraft in Burlington, VT?	Environmental impacts are one of the many factors weighed by the decision-maker. Other factors include, but are not limited to aircraft production, government budget constraints, national defense policy, and political considerations.

Public Involvement-PI

Response Number	Comment Number	Comment Description	Response
PI-28	M895	Does the average citizen's opinion have any effect on the final basing decision? Is any additional weight given to the views of individuals who would be most closely affected by the decision, such as those whose homes fall with the 65 dB DNL or higher noise area?	All substantive comments are treated equally with no extra weighting given to those more closely affected by the proposal. Public comments are solicited in accordance with 40 CFR Part 1503 in which federal, state, and local agencies, as well members of the public are invited to comment on the Draft EIS. Per 40 CFR Part 1503.4, the Air Force assessed and considered all substantive comments, include them as part of the Revised Draft EIS, and provided responses to relevant comments. Thirty-two CFR §989.20(a) states, "Comments received must be considered in determining final decisions..." As stated in the EIS, Section 1.6, "The Final EIS documents the (oral and written) comments received on the Draft EIS and includes a response to all relevant comments." Both the Revised Draft and Final EISs will contain all comments received during the public review process and responses to substantive comments.

Purpose and Need-PN

Response Number	Comment Number	Comment Description	Response
PN-1	HO163	Request to see the mission requirements, mission statement for the F-35A, and the training requirements.	Chapter 1 of the EIS describes the background of F-35A development and the mission/capabilities of the F-35A that allow it to complete an air-to-ground mission while operating under different requirements than the aircraft it is replacing. For example, Section 1.2.2 of the EIS notes that the new sensors and computer systems as well as the use of guided munitions allows the F-35A to drop munitions at substantially higher altitudes than the F-16. Section 2.1.2 of the EIS describes the training requirements of the F-35A.

Safety-SA

Response Number	Comment Number	Comment Description	Response
SA-1	HO105, HW120, M126, M127, M140, M146, M162, M169, M179, M200, M202, M233, M274, M315, M330, M349, M354, M360, M853, M855, M864, M867, M880, M882	Concern about aircraft crashing. Concern about use of aircraft near densely populated residential areas, especially in light of recent aircraft safety issues, including the F-22.	Base-specific Sections 3.4 contain historical data on Air Force fighter aircraft crashes that are currently in service including the F-16 and F-22 (newest fighter aircraft in the inventory). While specific data on the F-35A are not yet available, review and analysis of historical averages and trends for existing military jet aircraft can be used to determine the probability of a Class A accident involving the F-35A. Probability analysis is allowed with Section 1502 of the CEQ regulations governing NEPA analysis.
SA-2	M128, M145, M309, M853	Would the F-35s be carrying live ordnance? Is there a plan in place if anything goes wrong/mishap? Would F-35s discharge or unload in a body of water like Lake Champlain in such an event?	A minimal amount of training events would be done with either inert or live ordnance. Ordnance deployment would only be done on ranges and within airspace already approved and authorized for such activity (for example at Fort Drum Range, Avon Park Air Force Range, Mountain Home Range Complex, and Utah Test and Training Range). Every military range has operational parameters and contingency plans in the event of a malfunction or mishap. None of the contingency plans include discharging or unloading ordnance into Lake Champlain. Chapter 2, Section 2.1.2 discusses ordnance use by the F-35A; however, much of the weapons training done by the F-35A (and currently by F-16 and F-15 aircraft) would be simulated, where neither inert nor live munitions are physically released from the aircraft but scored electronically while operating within the airspace and scoring on simulated targets on the ranges.
SA-3	M179	Does the EIS consider the safety of drivers traveling on roads surrounding or near the airport/installation where the F-35s will operate?	F-35A operations at and around a base or airport would not change significantly than what is found under baseline conditions. Drivers at and around airports and air bases are currently aware of aircraft operations and this fact would not change. As stated in each base-specific Section 3.2, overflights with sound levels exceeding 50 dB L _{max} have an increased likelihood of interrupting speech. However, this interruption would be of short duration. Warning horns, sirens and other safety warning devices emit higher/different frequency sounds that are distinguishable from background jet noise.
SA-4	M185, M233, M346, M922, M930, M935, M937	Concern over the potential for fuel dumping. How would fuel be jettisoned? Will the fuel be in self-contained pods? Will fuel be in liquid form? What would be the maximum amount of fuel that could be dumped over land or over a water body such as Lake Champlain?	Base-specific Section BR3.4.1.2 was updated with further information about the emergency dumping of fuel and fuel jettison procedures. Fuel is ejected in liquid form. Additional information was included in these sections referencing USEPA's determination of "no serious effect" from emergency fuel dumping. In 2001 the USEPA National Vehicle and Fuel Emissions Laboratory concluded: "Since fuel dumping is a rare event, and the fuel would likely be dispersed over a very large area, we believe its impact to the environment would not be serious" (USEPA 2001).

Safety-SA

Response Number	Comment Number	Comment Description	Response
SA-5	M198	Concern regarding use of flares in airspace and potential for wildfire caused by flares. What measures are in place to prevent fires and to address them if a flare-caused wildfire does occur?	Section BR3.4 describes the use of flares and the potential for the flares to cause wildfires. Flares are currently deployed at Fort Drum and measures are in place to minimize the possibility of wildfires. These measures include altitude restrictions or curtailing flare use when fire danger is high.
SA-6	M204, M368, M865, M936	The DEIS does not provide clear information/lacks credibility on CZ, APZ, and AICUZ. Will these areas change after the F-35A beddown?	The CZs, APZs, and RPZs are based on set guidelines depending on factors such as runway length and typical aircraft types. The areas covered by the CZs, APZs, and RPZs are not expected to change as a result of basing operational F-35As. Detailed information on the Clear Zones, Accident Potential Zones, and Runway Protection Zones are provided in Section 3.5 of Chapter 3 as well as each base-specific Section 3.4 of the EIS. The Air Installation Compatible Use Zones (AICUZ) is discussed in Section 3.5 and Section 3.11 of Chapter 3 in the EIS.
SA-7	HW129, M211	F-35A EIS does not address safety concerns raised by citizens of Maine during public hearings for proposal to lower altitude airspace for F-15s and F-16s by the Western Massachusetts Guard.	This EIS addresses the proposal to base F-35A aircraft at Burlington International Airport and conduct training in various airspace across Maine, New Hampshire, New York, and Vermont. This action is in no way connected to the Massachusetts Air National Guard proposal associated with the Condor MOA in Maine. Analyses in the EIS used the current floor of the Condor MOA (7,000 feet MSL) as the basis for operations. The F-35A does not require any airspace modifications to the Condor MOA in order to conduct its training. See response to comment PA-21.
SA-8	M346	The DEIS states that the City of Burlington has utilized the FAA's airport land use compatibility guidelines so that some areas in Runway Protection Zones (RPZs) have allowed development to be compatible with airport operations. Does this mean that there a populated facilities within the RPZ? Are there any homes within the RPZ? If so, what is the safety risk to anyone living and/or working within an RPZ?	The RPZ at Burlington International Airport (IAP) would not change as a result of the F-35. Those homes that have been identified by Burlington IAP Master Plan as being inside the RPZ would continue to be affected. This plan can be accessed at: http://www.burlingtonintlairport.com/about_us/airdevelopment.html .
SA-9	M346, M360	The DEIS uses the F-22A as a point of comparison for safety information for the F-35A. To date, what are the number of Class A, Class B, Class C, and Class D mishaps for the F-22A? How does the fact that pilots are currently refusing to fly the F-22A because of safety concerns about the aircraft impact the safety projections for the F-35A.?	Each base-specific Section 3.4 provides information on the number of Class A mishaps for the fifth generation F-22 aircraft as well as for multiple other fighter aircraft (for example see Table BR3.4-1). The pilot issues referred to here are unrelated to the F-35A.

Safety-SA

Response Number	Comment Number	Comment Description	Response
SA-10	M868	EIS does not define or identify the "similar aircraft" used to evaluate safety.	Each base-specific Section 3.4.1.2 in the EIS identifies the F-16 as a similar aircraft with mission similar to that of the F-35A and provides the Class A mishap rate for the F-16 over a lifetime. For example, see Section BR3.4.1.2.
SA-11	M339, M935	The F-35A is a new military aircraft and should see its first 10 years of use only at military airbases for safety reasons.	Review and analysis of historical averages and trends for military aircraft were used to estimate the probability of a Class A accident involving the F-35A. Probability analysis using this approach is allowed with Section 1502 of the CEQ regulations governing NEPA analysis. Prior to commencing flight operations outside of a test facility, the F-35A would have undergone the Air Force's air worthiness certification process which includes extensive testing of the electrical and mechanical components.

Socioeconomics-SO

Response Number	Comment Number	Comment Description	Response
SO-1	HO084, HO110, HO135, HO148, HW082, HW083, HW093, HW112, HW120, HW127, M002, M040, M083, M093, M098, M107, M110, M112, M114, M117, M121, M126, M127, M134, M135, M140, M163, M164, M169, M187, M194, M196, M197, M202, M212, M214, M215, M216, M218, M221, M222, M223, M224, M231, M237, M239, M245, M247, M248, M249, M254, M274, M275, M277, M280, M285, M287, M291, M293, M294, M301, M303, M307, M315, M317, M319, M321, M322, M324, M328, M330, M333, M334, M335, M340, M341, M346, M349, M355, M356, M358, M359, M360, M362, M363, M366, M367, M368, M369, M370, M371, M378, M851, M855, M864, M867, M869, M880, M881, M884, M888, M891, M892, M902, M903, M920, M934, M936,	The noise associated with the operational basing of F-35As will decrease local property values and property tax revenues.	The EIS describes noise effects on property value in Appendix C, Section C2.7. Additional information has been added to the Appendix, and text has been included in Base Sections 3.11.1.2.
SO-2	M040	EIS ignores noise impacts on productivity.	Appendix C, Section C1.3.2, identifies land use compatibility for different land uses and different DNL noise levels. For example, professional services are identified as generally compatible above 75 dB DNL when measures to achieve indoor noise level of approximately 50 dB DNL are applied. Productivity would be consistent with compatible business land uses.

Socioeconomics-SO

Response Number	Comment Number	Comment Description	Response
SO-3	HO095, M293, M328, M334, M341, M937	Socioeconomic analysis does not allow for negative impacts and is insufficient.	The EIS recognizes the potential for negative effects to employment, earnings, and other socioeconomic activities. Section 3.11.2 explains that the EIS socioeconomic analysis uses the nationally recognized IMPLAN model. The IMPLAN model is a regionalized input/output economic model that quantifies both increases and decreases in regional economic activity attributable to economic changes. For example, see the negative values in Section HL3.11.1.2. EIS Appendix C, Section C2.7, describes the potential for negative effects on property values from increased noise. Additional information has been added to include the 2004 Nelson meta-analysis of airport noise and hedonic property values. This overview combines the results of 33 studies at 23 different airports throughout multiple locations in the U.S. and Canada. The Air Force analysis is a valid use of the IMPLAN model and recognizes both positive and negative effects.
SO-4	HO161, HW093, HW107, HW127, HW129, M081, M110, M114, M126, M127, M194, M197, M202, M209, M219, M221, M222, M224, M231, M248, M249, M277, M285, M291, M293, M303, M307, M328, M349, M358, M360, M366, M368, M853, M856, M859, M884	Noise from F-35 will cause people and businesses to move from the area. Noise will also deter outside businesses from investing in the area.	Individuals and businesses would make independent decisions based upon a variety of variables, one of which is assumed to be noise conditions as reflected in the individual's level of annoyance (see Appendix C, Section C2.2) with noise. Appendix C, Section C1.3.1, describes the percentage of people annoyed by different noise levels. An estimated 5 to 8 percent of the population is highly annoyed at 55 dB DNL, 10 to 15 percent at 65 dB DNL, 20 to 25 percent at 70 dB DNL, and approximately 35 percent at 75 dB DNL. It is important to note that 65 percent of the population is not highly annoyed by noise levels as high as 75 dB DNL. The results of a change in noise has a potential to change residential and business behavior, but whether that change would be a net increase or decrease at any specific location would be speculative. Some individuals would seek to avoid noise, and other would be willing to accept noise, both for residences and for businesses. Individual residence and business decisions are made based upon multiple variables where aircraft noise or lack of aircraft noise can be one of the variables.

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Response Number	Comment Number	Comment Description	Response
SO-5	HW113, M185, M298, M360, M880, M890	How many jobs will come with the F-35s? Do not agree with the assertion that new employment will come from the F-35 basing. Would these new jobs be for Vermonters or for Air Force personnel brought in from elsewhere?	Base Sections 3.11.1.2 present employment and earnings information associated with the F-35A basing scenarios. In some locations and with some alternative scenarios there can either be increases or decreases from existing base employment. For instance, Section BR3.11.1.2 of the EIS notes that under ANG Scenario 1 there would be no net change in the number of military personnel and that the increase in construction spending would result in additional demand for construction and secondary jobs. The EIS indicates that these jobs would be filled from the local labor force. Under ANG Scenario 2 there would be an increase of 266 military personnel primarily comprised of part-time traditional guardsmen who typically hold full-time positions in the local area. Any increases in secondary employment as a result of the increase in personnel would be minor and would be met by the local labor force.
SO-6	HW123, M111	Mitigation measure of continuing relocation of families under Part 150 program would exacerbate impacts to Burlington School District by decreasing tax base and decreasing enrollment. EIS should consider these adverse impacts from noise abatement programs.	The EIS identifies environmental consequences for review and evaluation by the public and decision-makers. As noted in response SO-4, individuals currently do, and would be expected to continue to, make residential decisions based on a variety of factors, one of which is assumed to be noise associated with an airport. The EIS process is informational and does not include any program to condemn any structures or move persons. See also responses to LU-1 and LU-3. The buyout and redevelopment currently being completed around Burlington IAP is part of the Noise Compatibility Program established by the City of Burlington in conjunction with the FAA. The Congress has delegated authority to the FAA to undertake these buyout programs; the military has not been given that authority.

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Response Number	Comment Number	Comment Description	Response
SO-7	M086, M187, M209	Noise from the F-35A will result in lost revenues to local businesses.	The EIS Appendix C, Section C1.3.2, Tables C-4 and C-5, note that different business activities are compatible with different noise levels. Business activities compatible with noise levels would not be expected to have changes in revenue. A diverse variety of conditions affects business location and associated customer decision. Some businesses may be discouraged from locating within a higher noise area, while other businesses may find higher noise areas compatible with a location decision.
SO-8	H0089	How does the number of jobs from the F-35A compare to the number of professionals and businesses that would leave South Burlington due to airport encroachment and due to the federal home purchasing program eliminating neighborhoods near the airport?	As noted in response SO-4 and SO-7, individuals and businesses currently do, and would be expected to continue to, make decisions based on a variety of factors, one of which is assumed to be noise associated with an airport. The results of a change in noise has a potential to change residential and business behavior, but whether that change would be a net increase or decrease at any specific location would be speculative.
SO-9	M110, M121, M197, M254, M294, M346, M349, M368, M370, M371, M852, M864, M867, M880, M888, M897, M929, M937	Does the government/Air Force have any plan to reimburse taxpayers for tax base reduction, lost property values, the relocation of residents, or the closing of schools?	While Congress has given the FAA authority to spend taxpayer money for mitigating noise at private residences and noise-sensitive receptors in relation to airport construction or expansion, it has not given the military Services any similar general authority.
SO-10	M107, M372	The EIS should have a section for both primary and secondary impacts; specifically, what would the impact be if the F-35A were to beddown and what would the impacts be if it did not?	The EIS evaluates potential economic impacts of the F-35A beddown under each of the scenarios in base-specific Section 3.11. If the beddown were not to occur, then the economic impacts would occur under the No-Action Alternative. The No-Action Alternative is defined in Section 2.2.5 as the status quo where no F-35A operational aircraft would be beddown and ongoing or currently planned activities supported by existing NEPA documentation would continue. Section 4.0 notes that the Affected Environment subsections in each base-specific Section 3.11 provide a description of the conditions under the No-Action alternative, also referred to as baseline.

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Response Number	Comment Number	Comment Description	Response
SO-11	M107	Why didn't the Draft EIS gather input from academic and private-sector economists who have studied the local and regional economy?	The EIS references indicate that multiple scientific papers, peer reviewed articles, government publications, and other literature were used in the development of this EIS. The Air Force solicited public comment and considered any input submitted from economists.
SO-12	M107	The EIS should have considered more qualitative impacts of the F-35A basing and not so much quantitative data based on theoretical, not actual measurements. For example, the EIS could address the benefits in home ownership, community like, and tourism in the absence of noise interruptions.	The EIS has been conducted in conformance with CEQ guidance and NEPA regulations.
SO-13	M164	The EIS discussion on the impacts of noise on home/property values is too short and cites documents that are over 25 years old. One study states that home values will fall, and the other is inconclusive.	The EIS describes noise effects on property value in Appendix C, Section C2.7. Additional information including more recent references has been added to the Appendix, and text has been included in base-specific Sections 3.11.1.2.
SO-14	HO148, HO152, HO156, HO157, HO159, HO160, HW127, HW129, M173, M189, M209, M210, M242, M243, M244, M245, M255, M256, M298, M338, M346, M360, M368	The F-35A beddown will negatively impact tourism and tourism revenues. Why was the effect on tourism not considered in the EIS?	Individuals may or may not experience increased noise or overflight depending on the timing of their recreation. If exposed to overflight noise, persons could select alternative locations for activities more suited to quiet environments. Average noise levels and overflights would change and be noticeable for recreation areas and could interfere with the quality of recreational experience for some persons. However, the areas under the training airspace are currently exposed to similar activities and are able to operate tourism-based businesses in combination with aircraft overflights.

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Response Number	Comment Number	Comment Description	Response
SO-15	M189	Did the EIS perform a cost/benefit analysis to taxpayers for the proposed F-35 beddown?	Forty CFR Sec. 1502.23 explains that, if a cost-benefit analysis is being considered relevant to the choice among environmentally different alternatives, the cost-benefit analysis shall be incorporated by reference or appended to the EIS as an aid in evaluating the environmental consequences. Since a cost-benefit analysis was not required or prepared to attempt to evaluate environmental alternatives, the regulations state that the EIS should at least indicate considerations, including factors not related to environmental quality, which is likely to be relevant and important to a decision. EIS Section 2.2.2 describes the alternative identification process methodology and Section 2.2.2 summarizes the results of the alternative identification process. The objective criteria and the qualitative operational considerations listed in these sections will be considered with the Revised Draft EIS, including public and agency comments, in the decision of whether to base F-35A operational aircraft at one or more of the alternatives presented in the Revised Draft EIS.
SO-16	HO155, HO159, HO160, HW125, HW128, HW129, M859	EIS should include comprehensive economic study to address concerns related to overflights on fragile economy.	See response to SO-15.
SO-17	M280	Would being located just outside the 65 dB DNL line protect someone from real estate value degradation?	The Air Force recognizes that noise impacts and related impact to property values could be experienced outside of the 65 dB DNL contour. As demonstrated in EIS Appendix C, Section C1.3.1, community surveys of noise annoyance demonstrate that noise annoyance has been documented below 55 dB DNL. The 65 dB DNL is used to evaluate the impacts of noise because it is the recognized noise measure used at airports throughout the continental U.S.

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Response Number	Comment Number	Comment Description	Response
SO-18	M270, M277, M285, M296, M318, M320, M340, M345, M358, M360, M362, M368, M853, M859, M863, M865, M880, M884, M902, M919, M929, M936, M937	Potential sellers of homes in areas above 65 dB DNL will have to disclose to prospective buyers and lessees that the properties have been designated as "not suitable for residential use." Potential buyers of these properties will not qualify for federally-guaranteed loans, program assistance, subsidies, or housing insurance.	As noted in Response LU-1, the land use compatibility guidelines by FICUN are used to determine potential noise impacts on land use. The Air Force does not have the authority to change community land uses or to deem properties as "not suitable for residential use." HUD, FHA, and VA mortgage policies generally prohibit guaranteeing mortgage loans for new homes located within noise zones of 75 dB DNL or greater or within clear zones. These same mortgage policies make availability of federally guaranteed mortgage loans discretionary for new homes located within noise zones of 65 to 75 dB DNL. The term "new home" includes new construction, existing homes that are less than one year old, and existing homes that have been substantially remodeled. HUD, FHA, or VA mortgage policies may also impose conditions on mortgage loan guarantees (such as written acknowledgement of noise conditions) for existing homes located in the 75 dB DNL or greater noise zone or within clear zones.
SO-19	M326	The issues of real estate devaluation loss of affordable housing, and the commercial redevelopment of buyout-generated "green space" are not adequately addressed in the EIS. The EPA defines "green space" as agricultural use (crops, pastureland), recreational use (golf courses, ball fields, open space), and ecological use (wildlife sanctuaries, nature preserves, wetlands). This doesn't appear to be what the City of Burlington has planned for land acquired.	See SO-14 for response to devaluation. Response LU-3 addresses the buyout and redevelopment currently being completed around Burlington IAP. This action is part of the Noise Compatibility Program established by the City of Burlington in conjunction with the FAA. The Congress has delegated authority to the FAA to undertake these buyout programs; the military has not been given that authority.

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Response Number	Comment Number	Comment Description	Response
SO-20	M346, M858, M865, M880, M882, M884, M890, M897	South Burlington has little to no affordable housing available - many houses are being demolished due to current airport noise. New personnel would have to commute farther distances, leading to a negative effect on traffic, road conditions, road infrastructure and pollution. Will	See Response SO-9.
SO-21	M342, M912	In the Executive Summary, the answer to the scoping question "How will noise from the F-35A affect property values and the economy?" refers to Section 3.11.1.2 of the document; however, this section does not address property values.	See Response SO-1.
SO-22	M342, M912	Two studies used to address property values and noise in Appendix C (Newman and Beattie 1985, Fidell et al. 1996) conflict with each other and do not lead to a reasonable conclusion that property values are unaffected by noise at levels of 65 dB DNL or higher.	See Response SO-13.
SO-23	M342, M912	Conclusions made by the Newman and Beattie (1985) study are not applicable to the Burlington area, as many of the homes in the high DNL noise areas are newer, of average or larger size, and in good condition. Other properties within the noise contours are marketed as high grade or luxury condominiums.	Newman and Beattie (1985) acknowledges that other factors such as the size, age, and condition of a property do affect property values. The study considers normalizing these effects (or holding them constant) in order to isolate to the extent possible the effect of noise on properties. The study concludes that noise by itself has been shown to decrease property values by a small amount.

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Response Number	Comment Number	Comment Description	Response
SO-24	M342, M912	The DEIS does not include studies that support the conclusion that property values are adversely affected by airport noise, including Dr. Timothy Hogan's "An Evaluation of the Potential Loss in West Valley Home Values from Locating F-35 at Luke AFB."	Appendix C at Section C2.7 cites research that indicates a correlation between noise and a decrease in property values. However, these studies note that property values can also be affected by factors other than noise. Hogan's study was not included in the evaluation because this other research refutes his findings.

Transportation and Traffic-TT

Response Number	Comment Number	Comment Description	Response
TT-1	M346	Increases in traffic around Burlington IAP described in the DEIS would result in an exceedance of the primary Level of Service threshold.	Section BR3.14.1.2 of the EIS acknowledges that under ANG Scenario 2 the anticipated increase in traffic volume would exceed the primary screening criteria established in Section 3.15 of Chapter 3 but would not exceed the threshold of significance. The greatest impact on traffic flow would occur on Unit Training Assembly weekends.

Water Resources-WR

Response Number	Comment Number	Comment Description	Response
WR-1	HW107, M933	Concern that toxic exhaust will ultimately run into the lake.	See Response AQ-1. Emissions from the F-35A would generally decrease when compared to baseline conditions. Each base-specific Section 3.5 indicates that no water or soil contamination is expected and base-specific Sections 3.15 indicate that the use of toxic materials would decrease or be eliminated with the basing of the F-35A.
WR-2	HO160, HW129	Concern for impact of hydrazine in water system, brooks, rivers, or lakes in the incident of a crash or fuel spill.	Section 3.16 in Chapter 3.0 of the EIS notes that the F-35A's new Integrated Power Package has replaced the hydrazine system used by the F-16s. Therefore, the F-35A will not increase the potential for hydrazine contamination in the water system.